

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

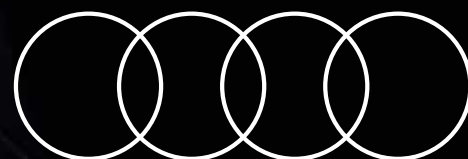
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Alive rounding Tasman Island
during the 2023 Rolex Sydney
Hobart Yacht Race.

Credit: ROLEX | Kurt Arrigo

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COMMODORE ARTHUR LANE

At the helm

The 2023 Rolex Sydney Hobart Yacht Race was a 'A Race for the Ages'; a title that we fittingly gave to our race highlights video afterwards. The moniker is both a nod to the unusually testing and at times, heinous conditions that 103 entrants endured over the 628nm course, but also reflects the levels of global excitement generated by the extreme closeness of the racing across all divisions.

Duncan Hine skippered Philip Turner's 66-foot Reichel/Pugh *Alive* to its second Overall win in five years, after storming up the Derwent in pursuit of Audi Centre Sydney Blue Water Champion *URM Group* - finishing close enough off Castro Esplanade to claim the Tattersall Cup. She now stands alongside *Westward* as the only other Tasmanian boat to have won the race twice.

Other IRC divisional winners included: *Smuggler*, Victorian entries *MRV* and *Patriot*, *Mistral* (TH) and Tasmania's *Kraken III*. *Oroton Drumfire* won PHS; *Pretty Woman* and *Ragtime* Corinthian IRC and PHS respectively.

The Line Honours finish was the second closest in the history of the Sydney Hobart Yacht Race. We watched in awe as Christian Beck's *LawConnect*, helmed by Tony Mutter, tussled with John Winning Jr's *Andoo Comanche* to win by less than a minute in the closest of match races; the lead changing five times between the 100-foot maxis in the final stretches on an almost breezeless river. The live stream of the finish was the second most watched video on YouTube in Australia and extensive media coverage reached 'every corner' of the globe.

Two-Handed IRC and Line Honours went to Rupert Henry who with Ocean Racer Jack Boutell justified their pre-race favoritism with a resounding win in the Lombard 34 *Mistral* - a result which placed them 6th IRC Overall (and Division 4 winner) in a race that unquestionably suited bigger and fully-crewed boats.

This year's good news story followed the journey of two sailors and their feline companion Oli. Bob Williams and Chris Warren were the last to complete the race arriving on the morning of 3 January aboard *Sylph VI* but have received as much news and social media coverage as the race winners. The 66-year-old boat has circumnavigated the world two and a half times since it last competed in the Sydney Hobart in 1972.

The overall success of the 2023 Rolex Sydney Hobart, again, was due to the hard work of the countless volunteers in both Sydney and Hobart. Our sincere thanks also to Richard Bevan, Tracy Matthews and the team at the Royal Yacht Club of Tasmania for their support as Race Finishing Partner. Our appreciation is also extended to our many government and corporate partners and, of course, to Rolex. I am delighted to



announce that Rolex has recently renewed its Naming Rights Sponsorship of our Great Race for a further ten years, continuing the close partnership through to 2033.

Over the first weeks of Summer, the CYCA was also busy hosting the 2023 Australian Maxi Championship as well as the World Sailing Youth Match Racing World Championship. We also managed to squeeze in the Sydney Hobart Classic Yacht Regatta.

Sharp EIT Monday Twilight and Income Asset Management Wednesday Twilight inshore series have since returned after the Christmas hiatus, as have the Club Marine Ocean, Short Ocean and Short Haul Pointscores and Two-Handed Pointscore. The PIF Charity Regatta is almost upon us.

CYCA Members have also been doing well representing the Club in overseas races and various State and National titles. The Youth Sailing Academy teams continue to excel in competition and have been holding a number of training courses and corporate sailing days over the season.

2024 sees the return of the Ponant Sydney Noumea Race to be run in May for the first time since 2018 and we will soon be opening entries for our new biennial Trans-Tasman Race from Sydney to Auckland, to be run in conjunction with Race Finishing Partner RNZYS in February 2025.

The Summer social calendar kicked off with an array of events in the Sydney Race Village and Clubhouse for our various regattas and the traditional RSHYR activities. We also added 'Aperol Afternoons', DF65 model yacht racing in The Pond, and an array of live music acts. On Boxing Day we introduced the Moët and Chandon Boxing Day Party which kicked on well into the evening following the RSH race start. And there are plenty more events lined up for the coming months.

One definitely not to miss - on 13 April, we will celebrate eight decades of the CYC(A) with a special cocktail party held across the Clubhouse. The 80th Anniversary Commodore's Ball will be an extravaganza featuring world-class DJs, live bands, dancing, magicians and a feast of food and beverage offerings for over five hours.

I hope that you are looking forward to another great year in 2024 and joining us at the CYCA for the journey. ⚓

The clouds & rain melted away just in time for the start sequence to begin.

For some, Boxing Day morning means full bellies, wrapping paper scattered across the floor, and sun kissed cheeks.

At the Cruising Yacht Club of Australia, Boxing Day morning means docks packed full of sailors, families, spectators, and media.

by Shue Z



Photos by Salty Dingo, ROLEX | Kurt Arrigo, Ashley Dart, and ROLEX | Andrea Francolini



The world is watching!

BOXING DAY



A staged show will all elements of a competitive sport





My daughter said to me,
 “I’m not that much looking forward to
 Christmas this year. I’m more looking
 forward to the Boxing Day.”

Of course, she was referring to the
 Rolex Sydney Hobart Start.



*The Harbour sang like an
 orchestrated symphony.*



*Why the rush for a few seconds at
 the start for a 628 nautical mile race?*





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WHO'S KEEPING WATCH?





Some things in our lives are not always completely logical, and yet they are absolutely irreplaceable. Things considered irrational to outsiders, but you manage to make the nonsense make sense. They are so profoundly important, that opinions of others lose relevance, and even well-laid out plans need to make way.

Enter the Rolex Sydney Hobart Yacht Race and perhaps offshore racing as a whole – an endeavor deemed completely nonsensical, marked by harsh discomfort, cold, and occasionally treacherous sailing conditions. Despite the apparent challenges, the race still stands as a highlight in every sailor's calendar. Missing an edition would mean anxiously following the tracker and news pages to find out what is happening and wondering what could have been if you were racing.

Those that do not live and breathe this race, witness its events as an overarching story after the fact, you are looking at that story right now. With the purpose of ensuring that this edition gets recognised in the history books as the tough and hard race that it was, we figured that a good story needs a good format.

In the world of offshore racing, your watch system is the law. And your watch captain? They are like a king or queen.

Similar to how the competitors settled into the unique rhythm of racing and sleeping, we will tell this edition's story in the same narrative. Following the accounts of competitors during their watch. Providing complete coverage of each racing day, day or night, from the biggest to the smallest boat of the fleet. With these details straightened out, let's wake up on Boxing Day, 26 December 2023.

DAY ONE

26 December 2000 - 0300 hours

STICKY | Tony Munn, Sailing Master



"I was on deck before sunset, my entire focus is on keeping the boat moving as fast as possible. The skipper and I were happy with the position and our pace

through the first afternoon and evening, we had a good start. I was concerned on the storm that was catching us from behind though. When I looked back, I could clearly see fingers dropping from the clouds indicating potential waterspouts. That made us feel quite uneasy, but we could only keep moving South at this stage. We discussed the potential of trying to move further offshore to cross the storm, but it quickly became clear that we wouldn't be able to cross it. In hindsight I learned that nobody was able to cross it completely. At around 2100hrs we found ourselves in the middle of the pack, some boats further offshore and some more inshore but we all faced the same predicament. We were running downwind and having a nice sail, making good pace but as time went by, we could clearly see these dark clouds close-up around us.

We were surrounded by these clouds and continued to move South as this was our best option. As we sailed more into these clouds, we worked through some sail changes, eventually leaving us with just the main and a jib. I again was quite happy with this decision because the wind started gusting from 6 to 25 knots in patches and the direction was changing constantly. We were auto tacking the boat through these massive shifts with the wind sometimes making a 180-degree change.

The storm closed around us even more and we were surrounded by lightning.

I was still on deck, and we stuck to our normal watch system. I had most of my wet weather gear on as we had torrential rain, the type of rain that hurts when it hits your face.

We were battling through that; we were happy with our position and still making time South. At midnight we were still surrounded by the same cell of lightning and then bang. We just got hit by lightning. I saw a huge ball of light hit the top of the mast and was quite stunned with what just had happened. The vane on the mast copped the brunt of the strike and fell into the ocean. Some of the crew could feel some of the electrical charge. I had some go up my back and neck because my lifejacket was touching the lifeline. I was walking around a bit shook up in that moment.

I jumped into action and realised that we lost all our instruments, everything electrical was just gone. I first checked in with the crew to see if everyone was okay, this was the case and then jumped downstairs. I quickly started checking every fitting that would ground electricity, like the keel bolts. Nobody was sure of the extent of the damage, but we wanted to see if we could do repairs to keep us in the race. The fuses would have to be replaced but we could see smoke coming from the fuse box. Luckily there was no fire on the boat, but we couldn't fix the electronics.

When we decided to retire, we were still sailing towards Hobart. We essentially dropped the sails, and we started motoring home. Without electricity, charging, nav or radio, it just was done, and we made our way home. Unfortunately, our Hobart was over in less than 24 hours."



Photo: Ashley Dart

DAY TWO

27 December 0600 - 1800 hours

ANDOO COMANCHE | Iain Murray, Sailing Master



"I was accounted for in the watch system but as a Sailing Master I did spend most of the time on deck. We were previously making record-breaking pace South and leading the race. We were sailing through this great easterly breeze, which in the very early morning was due to shift to a SW. We then sailed into this trough and all the sudden we were facing very different conditions, westerlies, thunderstorms, and rain. The torrential rain was just horrendous, so bad at times that I was unable to see our bowsprit.

Instead of going South we were pretty much going SE because of the wind direction. I had been keeping an eye on the weather and at the beginning of Bass Strait the weather models didn't have those conditions predicted. We had to deal with it live, we saw some of it pop up on radar but other than that we all were in consensus that we had to get East to get around this.

This was during that time that LawConnect closed in from 10NM to 3NM and even less. We were both trying to pass this trough which went on for hours and hours. I had to try to keep the boat moving fast but the wind was very localised and micro. One minute we would have 10 knots from the South and then a bit later we saw 15-20 knots from the SW, and then a thunderstorm with 47 knots from the W. No matter the size of your boat, it was about survival at that stage.

Everyone on the boat was incredibly motivated, we had to be on the right sails. Any sail change takes us half an hour, it's not trivial to change a 200-kilogram sail. So, when I had to make these decisions in these variable conditions I tried working out if that weather had set in or if was a short-term thing. We had to look after the boat and after crew, but in these troughs, it was anything but relaxing. I really had to keep my wits about me.

After struggling for 10 hours, we finally got out and LawConnect had gotten ahead of us. When we got back into the East function, with a touch of North, we got on top of them and stretched out to six or seven NM.

In the evening it was back into beautiful sailing but that didn't last. When we faced variable conditions, we had to put our elbows out and fight as hard as we can."



Photos: ROLEX | Andrea Francolini

27 December 2130 - 0000 hours

URM GROUP | Alice Parker, Navigator



"It's probably not a surprise, but as a navigator you kind of fall outside of the regular watch system. You are always sort of on watch, so I had been taking little naps to keep my energy levels up. Before a small nap I always encouraged the boys to keep the boat moving as fast as possible. The next part of the race would be critical to keep us in the running for the overall victory. The conditions were going to change drastically over a 12-hour window, it meant that we had an opportunity to position ourselves well for the coming hours.

When I woke up from my micro-nap, I had a look at what the other boats ahead were doing, I do this regularly so that I can figure out what the wind is doing further down the track, besides that I was constantly checking our position versus that of Alive and Moneypenny. Even though we cover such large distances in this race the game becomes very focused on the small details, they make a massive difference in the end.

Just to paint the picture on how drastic the change was, we started the 27 December hard on the breeze, and throughout the day the wind swung

further and further to the East, ultimately ending up as a N wind to then transition back a strong SW the next morning. We came up with a strategy that would position us upwind of the other maxis when the wind would swing back to the S. URM Group loves heavy wind on the nose, so it was game on for us.

That day we pretty much ran through every possible sail configuration, a jib, to a cracked jib, staysails, a jib top, a blast reach code zero to a soft sail. This kept us on our toes. Communication is fundamental in those moments, so I either relayed my messages to the crew or I went up on deck myself to talk through the next steps. It was about nailing the timing of each manoeuvre because that's where you can find the small margins that make you win races. Ultimately, we positioned ourselves well for the change in wind and came out ahead of Alive and Moneypenny. It was just Tasman Island and the Derwent left for us."



Photos: Ashley Dart

DAY THREE

28 December 0300 - 0840 hours

LAWCONNECT | Ty Oxley, Boat Captain



"We finished the night with just an incredible duel offshore. Andoo Comanche was around 11NM in front of us and we started making gains on them until we were only separated by fifty meters.

We were close enough to look their crew in their eyes, that was our first dig at them, a game on kind of moment.

Unfortunately for us they were able get into slightly better pressure and extend on us. By the time we approached Tasman Island there was only 0.8NM between us and again they extended to 3NM. But we still had to get across Storm Bay and the Derwent and that can be problematic, every time you go sailing things are different.

With modern technology we could see that Andoo Comanche was slowing up on the river and I always say that a race isn't over until it is over. We were still powered up and focussed on staying in that pressure. There wasn't a given decision to stay near the shore next to the hill at Long Beach Reserve. It just so happened that there was a slight trickle of breeze rolling off that hill and we followed the pressure inshore. It was just how the conditions played out. Our navigator Chris Lewis was constantly checking the depth. We draw over six meters, so we were ready to gybe out if it got too shallow or if we lost the pressure. The gap between Andoo Comanche and us closed really quickly because we stayed in good pressure, it was like cat and mouse.

I was at the back of the boat, so I had a really good view of what was happening in front of me. I knew that our team was very diverse, some have done multiple Volvo Ocean Races, so the ocean racing knowledge onboard was massive. In general, our crew work was extremely well executed. There wasn't a distinct transition from an offshore mode to match racing. However it was phenomenal to see the communication between Tony Mutter and Chris,



Photos: Salty Dingo

there wasn't a shred of doubt between them. I was trimming the active runner, and the communication between our trimmers, helm, navigator, and the runner was critical. Our team was so powerful because we have sailed together so much, it was about keeping a cool head and doing your respective job to the best of your capabilities.

We kept moving and looked for small gains and margins, we unfurled the sails fast after each gybe, kept moving crew weight on deck, and all those small things made a difference in the end. It was all a part of our mindset. Everyone was there on a mission to keep the boat moving as fast as possible and that was what we did. Hobart has become a sprint for us, so it was intense for everyone on the boat, but it meant that we all gave everything we had got during the race.

In the end, we built momentum, were matching Andoo Comanche's angles covering them and then rolled over them before gybing. Eventually beating them to the finish line.

It took so much concentration, and one mistake would have cost us time, but we didn't make any mistakes in those final stages, it was great seeing it all come together.

Crossing the line was a massive relief for me which came in two parts. One, we got the finish and two, we won Line Honours. To the boat and team's credit, we all performed well and came together as a team. I knew immediately that the next step would be to start the plans for next year.

28 December 2100 - 0000 hours

ANTIPODES | Lindsay May, Navigator



"As we were going into the night we were at the top end of Tasmania, only about 10NM of Eddystone, which was slightly closer than I wanted to be. However, it was hard to work around it, that was just the way the breeze and current had played out the previous days. I was seeing around 10 knots of S to SE winds at the start of the night, compared to the boats of our size we made great gains during this time. Denali was 32NM ahead of us beforehand and we reeled them in and overtook them. As it got later in the night, we regained the position where we should have been initially, this was a great achievement.

I spent a fair amount of time down below trying to pick up coastal observations, we caught a very favourable current South while sailing on the breeze, so it was important to keep track of any changes. Before midnight we found ourselves still a little bit East of the rhumb line, as the night progressed, we sailed closer to the shore. There were several big holes with virtually no wind, we just had to focus on keeping the boat moving and of course avoiding these spots.

We were sailing the boat really well through the night, even in those tricky conditions, so we were quite happy with our performance. I have always said that I always look after all the things down below, food, packing sails, keeping it tidy, looking after people's injuries. However, on Antipodes the paid crew are not only outstanding sailors, but they also look after the boat and the needs of the crew. My responsibilities therefore were a bit different, much more focused on navigating only, as some had been taken off my plate.

As we continued sailing South along the Tasmanian coast, I tried to keep crew focused and excited about our progress. We had covered 80NM in a short amount of time. I shared how much distance we gained on the opposition to keep morale up. I sort of got an hour of sleep here and there through the night but because we had a crew of 18, I spent virtually the whole race sleeping on the floor on a sail or a little foam mattress. It wasn't a tremendously comfortable night with the limited sleep, body aches and sailing on the breeze but we got through the night in good shape. As night turned to day I was a bit scared of the Southerly that was going to come in later with a strong velocity, we only had to push for 100NM more to finish our race."



DAY FOUR

29 December 0400 - 1615 hours

CELESTIAL | Sam Haynes, Skipper



"We were just South of Schouten Island and the SW wind had already arrived, we started the morning hard on the breeze. However the wind was clocking more towards the W so we were gradually getting lifted, which was great. It allowed us to sail straight down the rhumb line with cracked sheets. The sea state had gotten big because of the overnight wind conditions. There was plenty of slamming happening. With the idea of avoiding the heavier sea state we hugged the coastline, it wasn't a comfortable start to the day, but I still really enjoyed it."

The coastline is just incredibly beautiful.

A bit later in the day we were all properly enjoying the scenic views of the coast, and even better was that the waves had gotten a fraction smaller so we could push the boat a bit harder. Once we managed to get that better sea state, we pointed the bow straight to Tasman Island. Conditions were still quite fresh conditions, but our angle-of-attack was more pleasant.

We were fighting hard to hold onto our lead on Caro and Teasing Machine on corrected time. Beating them was one of my goals for the race, that is why we decided to follow Caro's track further offshore earlier in the race. I was surprised to see that we all ended up in the same place on the Tasmanian coast, Smuggler, Caro and of course Celestial.

At Tasman Island the sea state was still big, but the wind was a bit lighter. A few crew members and I put our heads together to figure out a plan to get around Tasman Island without getting stuck in its shadow. We navigated that really well. Going into Storm Bay it looked like there was better pressure closer to the rocks, nevertheless we didn't go in too closely and stayed more central in the Bay.

I jumped on the helm from the Iron Pot, I wanted to finish the boat from that stage of the race. The wind was particularly gusty which. I could clearly see Caro and Smuggler would were a few miles ahead

of us. I knew then that Smuggler was going to get the divisional win, as both Caro and we give them time, but we kept racing as hard as we could.

Unfortunately, we didn't get into the best current during the race. The forecast and reality were not matching up, maybe because of the heavy cloud cover, anyways the current wasn't where we thought it would be.

The whole crew had been on deck since Schouten Island earlier in the day. Our trim and helm team were taking turns to stay fresh and keep the boat moving as fast as possible. At the finish we counted 50 sail changes during the race, mostly upwind sails in this edition."



Photo: ROLEX | Kurt Arrigo.

29 December 0400 - 1615 hours

MISTRAL | Rupert Henry, Co-Skipper



"We just passed the coast of Freycinet at 1800hrs that day. We came from around 50NM offshore right into the coast, until only 5NM separated us and the coast.

Throughout the evening, the wind started to swing more to the East, so we went from on the breeze, to reaching parallel to the coast, just great sailing going into the evening.

It is such a stunning part of the Tasmanian coastline, and it was quite misty inshore, almost hazy, and as the sun was setting, there was this ominous sky. I wish I could have enjoyed it more, but I was filtering saltwater out of the diesel tank for four hours. Some seawater had gotten inside as we crossed Bass Strait; we couldn't charge the batteries with the engine before I had taken care of this. As we went into the night, we knew the forecast predicted for a strong SW but we could have known this from just looking at the clouds. I saw these long and streaky clouds coming from the land, and that is an indicator to look out for; it promised to be a heavy night.

At 2100hrs the wind had fully swung to the SW, almost a 270-degree shift in 12 hours. We made great progress, and by the time we got to Marion Island, the wind was blowing around 27 to 38 knots.

Unfortunately, the bigger boats behind us started to catch up, so we had to watch out for traffic all night. So, as it got dark, it got even windier, and we were still on a J2 and one reef in the main. Sailing through the night isn't always easy, but the one redeeming fact about racing to Hobart is that the nights are quite short. This far South, the twilights and sunrises are long; there's probably only around 7 hours of darkness, so we felt prepared. We kept pushing the boat, and conditions got testy and squally.

Jack, my co-skipper, and I have spent so many miles together that we were very conscious of how the other one is feeling. It's like we have a mental record of what the other has been eating, when he's slept, and what he had to do while he was on deck. If something was rather hard or a tricky process, you know he might be wearing thin. There were times where I was completely exhausted and couldn't contribute, and I know Jack then puts in one hundred percent and keeps pushing the boat.

As we turned around Tasman Island at 0130hrs, we really felt the effect of this strong SW that had been blowing all night. The swell really pitched into Storm Bay, and waves were breaking everywhere; it was like a slap in the face as we came around the island. Remember that it was still pitch black at this stage, and the wind, in the meantime, had increased to 35-41 knots.

We were still on the breeze and making around 13 degrees of leeway, so we needed a few stabs at laying Cape Raoul. In order to lay the cape, we had to sail 4 nm past Tasman Island with a J5 and one reef in the main; the leeway wasn't helping either. It were tense hours but we cleared Cape Raoul by half a mile on a lee shore; I tried to avoid this as you

can't escape if something fails. It was nerve-racking, but we just pushed on; it's a race after all. After Bruny Island, we finally found some shelter from the swell, we got into this zone at around 0500hrs the next day, which was great.

Jack and I were awake for most of the night because of the many sail changes, manoeuvres, and transitions. Of course, we had small naps where possible, but when the morning came, we only had to push a little bit further through the Derwent."

DAY FIVE

30 December 0400 - 1615 hours

XS MOMENT | Luke Bartels, Bowman



"Everything happened super quickly. I got woken up at 0300 by our main sail trimmer David urged me to come onto the deck to help drop the main. I was a bit disoriented at first because I had finally fallen asleep after listening to the boat slam into waves for a few hours. I got up the steps, opened the hatch and clipped onto one of the lifelines. It was still quite dark at that stage, so you don't notice the



Photo: Salty Dingo



Photos: ROLEX | Kurt Arrigo.

size of waves too much, but it was stormy alright. The crew on deck had already been able to get the main down but it hadn't been secured yet so I was clinging onto the boom, getting thrashed around trying to pull the main in. One crew member still has a bruise on his arm from the boom a month later. Once that main was secured, which took maybe ten to fifteen minutes, we put the trisail up. Immediately afterwards we had to get the J5 out of the sky to get the storm jib up. My best friend and fellow crew member, Nathan Stanaway helped me peel from the J5 to the storm jib, in the process his lifejacket inflated after a big wave broke across the bow of the boat, it's one of those moments where you are happy you have a tether attached to the boat. It was the first time I had ever had to use these sails while racing, I spent most of my time in front of the instruments working on the bow but apparently, we constantly had 45 knots at this stage.

As I settled down after hoisting the storm jib, the sun started to slowly rise, and we could see more storm clouds ahead of us. The wind was howling, and the waves were massive,

I had never seen the ocean like this before.

It was my first Hobart so that has really left an impression. The other people on deck were just trying to keep the boat moving fast enough to punch through waves but not too fast that we were launching off the back of them. Ragtime was sailing quite close to us, and they took a video of us as we shot off the back of a wave, it was a bone rattling slam back onto the ocean. As I finished my watch we spotted two helicopters flying around us filming and taking pictures. The idea of the good footage they were getting made our suffering a bit easier."



30 December 0600 - 1500 hours

SYLPH VI | Chris Warren, Co-Skipper



"Bob and I had a very structured watch system which we were able to stick to extremely well. Sylph VI is built for the Southern Ocean and to be sailed single handed. Its heavy build and full keel can be painful when the conditions are light but when the weather gets bad the boat looks after its crew brilliantly. When I was on watch I was trimming sails to balance the boat and the wind vane took over at that stage. I was on watch from 0600hrs-0900hrs and then again from 1200hrs-1500hrs.

We were just entering Bass Strait, and we could virtually see the barometer falling. The wind and sea state were the biggest we had seen in the race so far and we prepared to tough it out by setting the boat up with 3 reefs in the main and a staysail. A remarkably tiny sail area for such a heavy boat. With near gale wind forces and breaking waves from up to four or five meters I was quite happy in the protected cockpit. The boat powered through the waves brilliantly doing up to 6 knots, that is as fast as we could make her go at the best of times. I occasionally found myself standing in a cockpit full of water due waves breaking over the bow,

but I was never worried, the boat and crew loved it. There wasn't any slamming happening because of how heavy the boat is, it makes the ride more comfortable than a flat racing boat.

We were making remarkably good process; it was a great feeling after the previous days of slow progress. Our crew moral was therefore really high. Bob and Oli were curled up in their bunk when I was on watch, it was great to see their bond during the race. Bob and I had lunch together in between our shift changes. When Bob went on watch mid-morning Oli just stayed downstairs, purring in Bob's bunk. I couldn't get many cuddles out of him, but Oli definitely won the Golden Pillow award on our boat.

That afternoon the wind and sea state calmed down ever so slightly. Bob and I shook out a reef, unfurled the jib slightly but left the staysail on the inner forestay up. That afternoon was easier sailing than the morning, so I had less work to do. I trotted below deck a few times to make coffee and later dinner. Otherwise, it was a calm afternoon, and I was hiding under the dodger to stay out of the worst of the weather.

As the night started falling, I had made peace with the fact that we would miss the New Years Eve party down in Hobart, so I just focused on enjoying ever single mile that the three of us had left to cover."



Photo: Salty Dingo

DAY NINE

2 January 2200 - 0600 hours

ALLEGRESSE | Michael Carter, Co-Skipper



"It was a very long last night, and we were making very slow progress. We had only seen 10 knots of breeze, often less, all the way down the East Coast of Tasmania. We knew we were one of the last yachts to finish the race and after crossing Cape Raoul at 1800hrs. Excruciatingly it took us another 13 hours to cover the last 30NM. That was quite painful. We had an asymmetric kite in the air and could just barely keep moving in the morning thanks to Tracy my Co-Skipper and partner. I wanted to drop the anchor to wait for more breeze to fill in, but she managed to keep us going. Tracy and I were still having short naps as part of our watch system, but we felt quite energised in the last hours. Crossing the line was just the greatest feeling, despite the fact that we were one of the last boats to finish, it was also our first two-handed race. We had done some twilight races but had never done any two-handed ocean racing, it was an incredible accomplishment and really challenging. When we arrived in Kings Pier Marina we were greeted by fellow competitors who were still on the dock and the next day by media as well. It was a great ending to the race."



Photo: ROLEX | Kurt Arrigo.

As the last of the yachts in the Rolex Sydney Hobart Yacht Race crossed the finish line, every crew member who set foot on solid ground bore the visible marks of exhaustion. Yet, this weariness was softened by a profound sense of achievement and the bonds of camaraderie formed amidst the trials they faced together. Among the crew, there was a shared understanding that the memories forged during those challenging days at sea would remain treasured reminders of their unwavering resilience and deep love for offshore racing. ⚓

Thank you!

A heartfelt thank you goes out to the Winning Group for its continued support and generous contribution of *MV JBW* for yet another edition of the RSHYR. Since 2005, the motor yacht has faithfully served as the Radio Relay Vessel for the Rolex Sydney Hobart Yacht Race, showcasing its exceptional functionality. Under the stewardship of the CYCA's Past Commodore and Life Member, David Kellett, fleet position updates (SKEDS) are efficiently monitored via HF radio during organised sessions with this support vessel.

Under *MV JBW*'s Master and long standing CYCA member, Andrew Copley, she proved yet again what a most suitable vessel she is, always exceptionally well prepared for her role.

"It is an honour to be involved in such an iconic event. I'm very grateful to the dedicated team of Andrew Copley, John Woodford, Colin Tipney, David Davies, Donald Graham, Doug Cameron and Damon Lambert, most of who have supported me and the Radio Relay Team for eighteen years. Whilst we had a few atmospheric challenges this year, we were again able to shepherd the fleet safely to Hobart." Shared David Kellett, CYCA's Past Commodore and Life Member.

Additionally, a dedicated team of Tim Cox, Bruce Gould and David Jordan aboard the *STS Young Endeavour*, a training tall ship launched in 1987, accompanies the fleet and remains ready to help *MV JBW* and any RSHYR crew in the event of emergencies. We express our gratitude for their unwavering commitment, tireless dedication, and indispensable contributions."

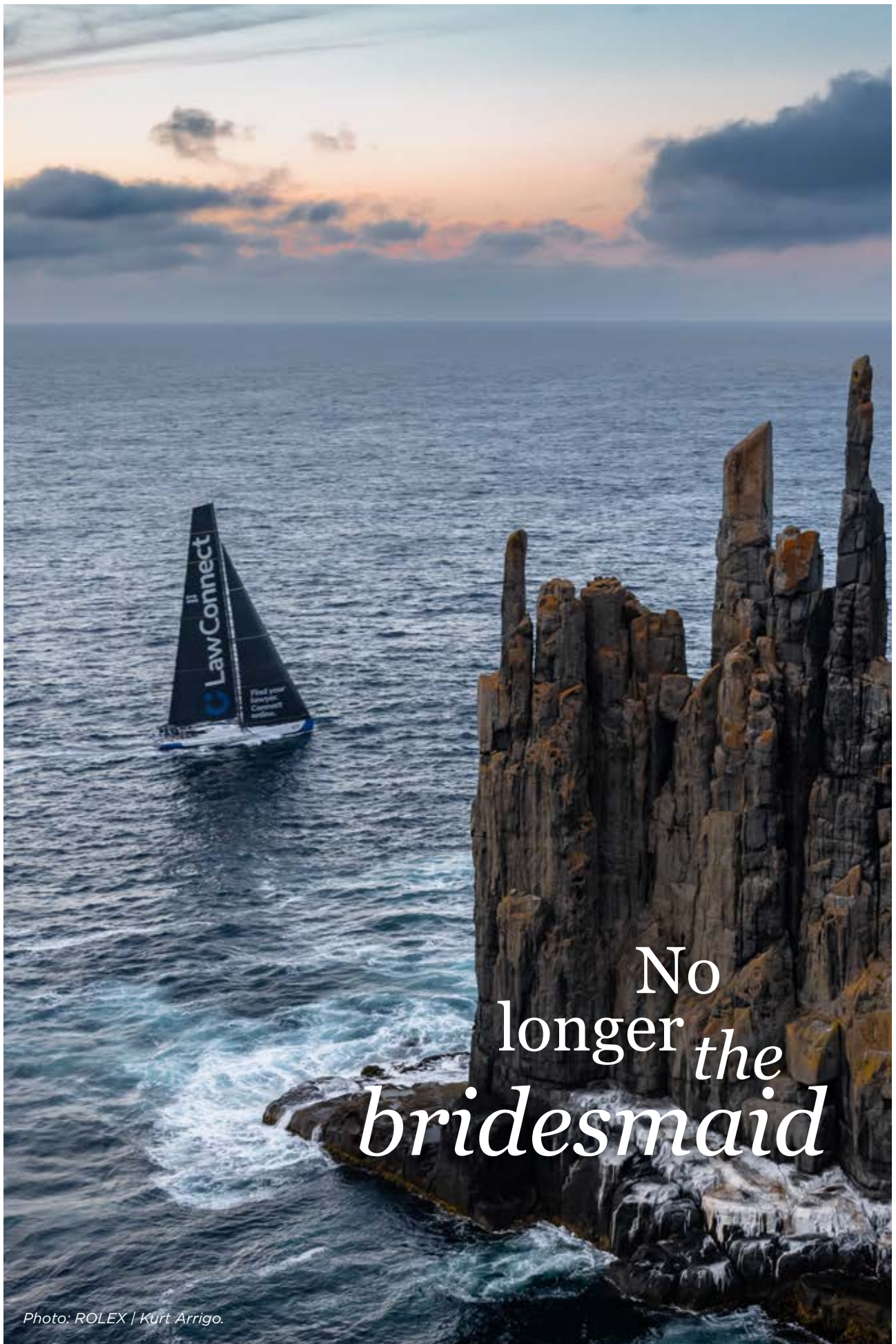




ROLEX CHINA SEA RACE

HONG KONG TO SUBIC BAY PHILIPPINES - 27 MARCH 2024





No
longer *the*
bridesmaid

Photo: ROLEX | Kurt Arrigo.

Tony Mutter's general thoughts about the race.

"This race was way harder than most of the ones I've been involved in. Last year was a complete contrast, that was a dream ride, and this year it was not."

Photo: Salty Dingo



Tony Mutter on how this race compares to his other sailing experiences.

"The Rolex Sydney Hobart Yacht Race is one of the premier yacht races in the world. It's 600 miles. It can be brutal; it can be easy and it can be hard. Quite often it's all those things at once, so for me it's a proper test of the boat, the people, the conditions, it's just a great yachting event."

Tony Mutter on his victory coming after 3 seconds in a row.

"Well, I tell you, I keep joking with, Christian, he should probably paint us both silver. So, I don't know. We enjoy being the underdog and I don't know how we're going to get it back."



Photo: ROLEX | Kurt Arrigo.

Tony Mutter on his plan for 2024.

"It's definitely back. I had a message less than an hour ago from Christian and he's already dreaming up new ideas. But I think largely it will be a similar format for us. And, all the guys, all the team, all the people involved are dead keen to be involved with him already."



Photo: ROLEX | Andrea Francolini.

Christian Beck on how it feels finally winning Line Honours:

"I came 24th, 4th, and then three time 2nd. It makes us appreciate the victory even more. So, we will be back next year with LawConnect for sure."

Tony Mutter on the last stages of the race and how it feels to being watched by the sailing world.

"It felt incredible. In the moment we came into the Derwent we knew it was on, the glass out in the river, meant that we would be able to get close enough. It is hard to see what the pressure is like from a distance. So, when we both slowed down close to each it looked good. We were just keeping our eyes open and sailing it like dinghy."



Photo: ROLEX | Kurt Arrigo.

A person is swimming in a calm lake, creating a splash. The background is a steep, densely forested hill under a cloudy sky. The water reflects the surrounding landscape.

No beach bus.
No parking inspectors.
No fish and chip queues.
Not on a postcard.
Not on your itinerary.
Not bad.

T A S M



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ANIA

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Photo: ROLEX | Kurt Arrigo

ALIVE

and kicking

How Tasmanian yacht *Alive* won the Rolex Sydney Hobart Yacht Race for the second time in five years, becoming only the second Tasmanian yacht to win the Tattersall Cup twice.



Photo: Ashley Dart



Photo: ROLEX | Andrea Francolini.

Duncan Hine reflects on the start of the race: “

The race played out just as we had anticipated. All the preparation, all the buildup, it all leads to that moment when the gun goes off. And when it does, all the anxiety, all the tension, it just melts away, and you get into the zone. We had a fantastic start; it’s always great to kick things off on a positive note.”

Duncan Hine on the finish

“We never gave up, there was always a chance. The Derwent River is not a particularly forgiving bit of water. You can be unlucky, or you can be lucky, and I was lucky this time. I knew what was going on, I could see the transition in the breeze and that URM Group were going to have very light breeze closer to the finish. The breeze was filling in as we came in and we had that chance just to go straight through. That was the bit that put the nail in the coffin for them and it gave us the break that we needed. “



Photo: Ashley Dart.

Duncan Hine reflects on the Tattersall Cup and his involvement in securing victories for Tasmanian boats:

“It still hasn’t quite sunk in for me. Jock Muir, who designed Westward, the only other Tasmanian boat to win the overall title twice, and I have a history together. I worked for Jock when I was just a young lad, I would skip school to help him out. He was a fantastic man, and I know he would be thrilled that we have now won the Tattersall Cup as well. My goal now is to make it three, because I can just imagine him patting me on the back for that too. I hope that for most Tasmanians, Alive represents that dream, because it certainly does for me.”

Final thoughts

“I should thank both Rolex for sponsoring this grand race, the Cruising Yacht Club of Australia, and the Royal Tasmanian Yacht Club for making this all work. All the competitors, if we didn’t have competitors out there, we wouldn’t have a race. And of course the volunteers, there are so many things that are happening in the background that you never take any notice of. They all do a sterling job to get this all happening and off the ground.”



Photo: Salty Dingo

NAVIGATOR'S REPORT

by Adrienne Cahalan OAM

The 2023 Rolex Sydney Hobart Yacht Race will be remembered as one of the more difficult Hobart races to forecast in the week and days leading up to the start on 26th December. The uncertainty of the race forecast was due to the high temperatures and high humidity in the weeks leading up to the race on the east coast of Australia which continued right through Christmas and up until the start day.

At 11am on 26th December 2023 a 1005Hpa low pressure was centred inland NSW (Figure 2(a)) and the question for the fleet was where the centre of the low would be situated as it moved east across the race course on 26th-27th December, which would determine the conditions for the fleet on the first night and early part of the race. It was the difficult conditions on the first night that largely shaped the outcome of the race. The yachts that committed to a course well east of rhumb line including the 100 footer maxis (*Andoo Commanche* and *Law Connect*) and mini maxis (*Alive*, *URM* and *Money Penny*) achieved the top 5 placings on IRC and line honours and enabled *Alive* to be in a position to secure the overall win.

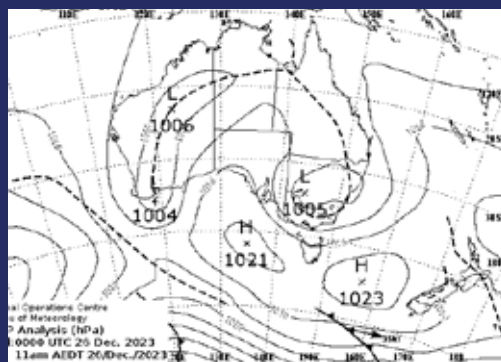


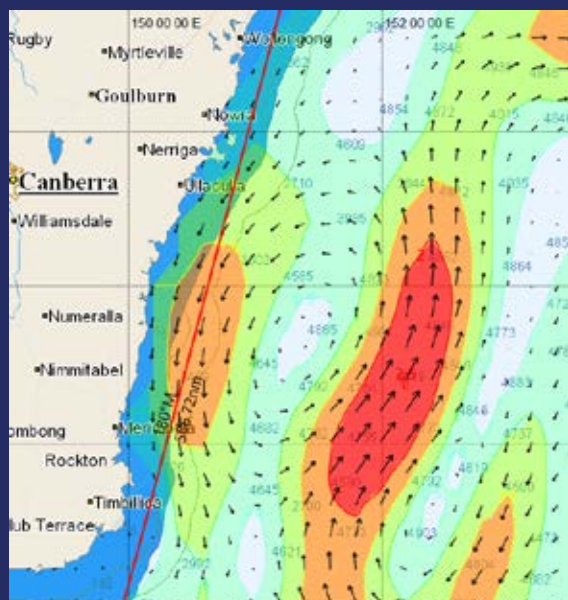
Figure 2(a): Synoptic chart for 26th December (courtesy of Bureau of Meteorology)

The weather at the start in Sydney Harbour was unsettled, a thunderstorm crossed the harbour in the hour before the start. When the gun went, the 100+ strong fleet allocated to 4 start lines reached down the Harbour, through Sydney Heads and into the open sea. The fleet was warned to brace for difficult conditions the first night as thunderstorms and strong winds were forecast for the NSW coast overnight 26th-27th including the potential for heavy rainfall, lightning, poor visibility and hail. As forecast, the larger yachts saw less of the storm than the slower yachts in the fleet as they were able to sail more quickly offshore and avoid the worst of it on the NSW coast.

The maxi and mini maxis had the option to avoid the squall activity on the NSW coast overnight 26th-27th by sailing a course more south-east rather than south on the rhumb line and sail around the squall line (Figure 3(a)). The course south-east kept the maxis and mini maxis including *Alive* in E-NE winds overnight 26th-27th rather than SW winds onshore as well as being outside the squall area on the NSW coast. The decision to sail the offshore course south-east needed to be made promptly by the afternoon of the 26th and while the maxis and mini maxis committed to the course offshore, several yachts elected to set their spinnaker and sail rhumb line inshore which although had more favourable current (Figure 3(b)), proved costly. Yachts under 60ft who had fewer options to avoid the squall activity on the NSW coast were able to take advantage of favourable current but were unable to avoid the squally and unsettled conditions which enabled the mini maxi such as *Alive*, *URM* and *Money Penny* to get a break offshore particularly away from the TP52 fleet which were favoured to win overall on corrected time.

By early morning 27th as the maxis and mini maxis entered the Bass Strait, the trough had moved offshore. Unfortunately, *Alive* was unable to avoid 3 hours of 25-30kn SW winds 0600-0900 associated with the squall line as it moved east however we sailed fast on





Figures 3(a) The squall line inshore at 0200 on the morning of 27th December (Bureau of Meteorology www.bom.gov.au) and Figure 3 (b) grib showing favourable current on NSW coast and unfavourable current offshore (grib courtesy of CSIRO and application courtesy of Expedition marine software)

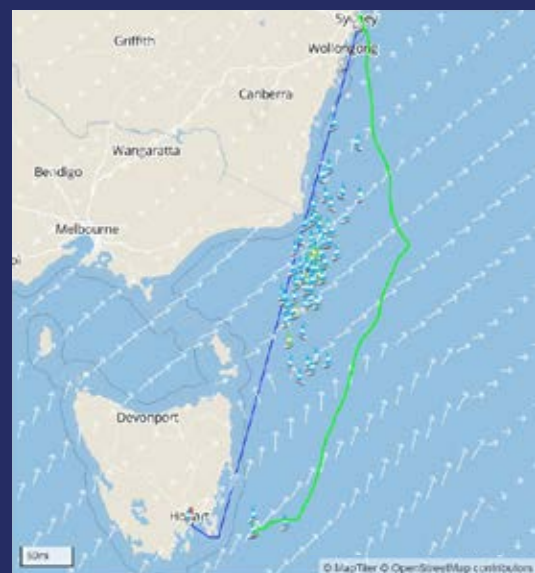
a course due south which meant that by 1000 on 27th December we were back sailing in E-NE winds while the rest of the fleet inshore faced upwind or variable conditions on the NSW coast. The maxis were on a course slightly inshore of the mini maxis battling unsettled conditions as they sailed south which enabled the mini maxis to keep their time on the 100 footer maxis.

On 28th-29th December the next weather system to watch was the approaching front which would bring south-westerly winds around Tasmania and Bass Strait. The front crossed Tasmania during the day on 28th December. On 27th-28th December, the maxis and mini maxis took the option to stay well offshore in the E-NE winds until Tasman Light bore around 250° so that they could lay Tasman Light when the front passed on the morning of 28th December.

The SW change met *Alive* 50nm from Tasman Light at around 7.30am on 28th December. We only had 50-60nm of upwind sailing before rounding Cape Raoul and reaching across Storm Bay in a strong SW wind and into the finish. *URM* who were close to us on corrected time but 9nm in front at the Iron Pot at the entrance to the Derwent River, sailed into a light SE wind in the Derwent River and were becalmed on the eastern shore. We had been watching the observations in the Derwent River and making the best of a consistent S-WSW wind, we sailed rhumb line favouring the western shore of the Derwent and in doing so caught up to *URM*. *Alive* only experienced calm winds in the last 0.5nm before the finish and so was able to take the overall race win from *URM* in 2nd place. *Money Penny* secured 3rd place which showed that the offshore course taken by the three mini maxis and maxis was the winning move with the two 100 footers securing 4th and 5th place overall.

By 29th December the SW winds were well established on the Tasmanian coast. On 30th-31st December a 1028Hpa high moved east and was centred in the Bight bringing strong SW-WSW upwind conditions for the remainder of the fleet at sea in Bass Strait and on the Tasmanian Coast. Several yachts reported gusts of up to 50kts rounding Tasman Island and it was these tough upwind conditions that meant that the smaller yachts in the fleet had no chance to beat the mini maxis on corrected time.

In summary, the range of weather conditions throughout the race meant that there was a large gap from when the first 6 yachts had all finished by 6.10pm on 28th to the 7th yacht who finished 19 hours later at 1.10pm on the 29th December. Only 6 yachts finished on 28th December, 12 yachts finished on 29th December and the majority of the fleet finished on 30th December (45 yachts). By 31st December, 81 yachts had finished the race and only 4 of the 85 finishers remained at sea in the new year with the last yacht *Sylph VI* finishing in the morning of 3 January 2024.



CYCA Tracker showing the course of our yacht 'Alive'.

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AUSTRALIAN MAXI CHAMPIONSHIP



TAKING it to THE MAX

The 2023 Raymarine Australian Maxi Championship (1-5 December) was open to Maxis (80-100 foot) and Mini Maxis (60-79 foot) with a minimum IRC TCC of 1.450. It was run over five days and comprised of the entrants' results in five races: the fifth Audi Centre Sydney BWPS (Cabbage Tree Island Race), three passage races over two days off Sydney Harbour and the renowned SOLAS Big Boat Challenge inshore race.

Some of the world's greatest maxis, hailing from Australia and Hong Kong, were again on display, in preparation ahead of the 78th Rolex Sydney Hobart. Competition was close and understandably fierce. Ultimately, Christian Beck's *LawConnect* took out both Line Honours & Overall IRC Honours over *Andoo Comanche* and *SHK Scallywag* whilst for the smaller pocket maxi division, Anthony Johnston's *URM Group* continued its sizzling form to top *Alive, No Limit*, *Whisper*, *Moneypenny* and the only competitor not entered in the 2023 RSH, *Wild Oats X*.

Conditions varied over the Championship with fantastic racing top and tail but lighter breeze on the Monday limited racing to only one of two planned passage races. Tuesday's SOLAS Big Boat Challenge proved to be the perfect finale with a sizeable spectator fleet and well-viewed live stream courtesy of SailMedia following the fleet closely as they raced in the tight confines of Sydney Harbour.

Celebrations after the Prizegiving in the Sydney Race Village kicked on well into the evening as crews made the most of what was their last hurrah before the Rolex Sydney Hobart.

Thanks to Major Partner Raymarine and to Sydney Brewery for their support of the third AMC regatta and to the International Maxi Association. ⚓



Photo: SailMedia.

"We are proud to be the naming rights sponsor of the 2023 Raymarine Australian Maxi Championship, held at the renowned Cruising Yacht Club of Australia." says

"This event embodies the values of innovation, excellence, and teamwork that are at the core of Raymarine's philosophy.

Damien Weber, General Manager for the Raymarine brand at FLIR Maritime Asia



INTERNATIONAL
MAXI ASSOCIATION

Raymarine



Australian Maxi Championship
Maxi Division – IRC
LawConnect
Andoo Comanche
SHK Scallywag
Mini Maxi Division
URM Group
Alive
No Limit
Whisper
Moneypenny
Wild Oats X
Maxi Division – Line Honours
Andoo Comanche
LawConnect
SHK Scallywag



SYDNEY HOBART CLASSIC YACHT REGATTA

by David Champtaloup

In May of 1945 a planned cruise by members of the CYCA to Hobart was upended by Captain John Illingworth's, "why don't we make a race of it?". So make a race of it they did, and the race continues. In 2023, for the 78th running of the Rolex Sydney Hobart Yacht Race, 103 yachts started and 51 seconds separated the first and second yachts to cross the finishing line in Hobart.

Many fine yachts have raced to Hobart over these 78 years and their contribution and continuing presence is honoured each year in early December with the running of the CYCA's Sydney Hobart Classic Yacht Regatta. Conditions for yacht entry are to have started in at least one Sydney Hobart Yacht Race. And for the Classic division, yachts have a launch date before 1976 and for those in the IOR Era before 1991.

Twelve race veteran David Salter, now the skipper of *Mister Christian*, a timber 36-footer first raced to Hobart in 1965, explains the unique character of the event. "It's not just the boats, or even the people. It's the whole spirit of the thing. It's vital that we realise the heritage of the race and honour all the sailors who've gone before us. That connection is precious, and we're always delighted to play our part."

Each year the Regatta's Sunday race is started off Cannae Point, the start line used for the first race in 1945. From Peter Shipway aboard *Love and War*, "the Cannae Point start never disappoints as a spectacle, with all of those magnificent boats, all that history, together around the starting line".

There were 31 yachts entered for the 2023 Classic Regatta and the three days were raced in variety of conditions. As Peter Shipway recalls, "the Friday Invitation Race was sailed in a building NEer, on



Saturday we had 40°C with a light NEer backing to the NW and strengthening, and on Sunday it was light to moderate from the SE". The overall division winners were Partice II in division 1, Nike in division 2, Boongown in 3 and Crux in the IOR era division

Second place overall in Division 2 was taken by Gordon Ingate in *Jasnar*, the yacht he first raced to Hobart in 1950. Gordon, approaching his 97th birthday, is as competitive a racer as ever. From Nigel Stoke of *Fidelis*, "a great Classic Regatta for all, with close racing for the podium across each division. A great cheer for Gordon Ingate at the prize giving – in great form yet again, on and off the water".

David Salter summed it up, "the racing itself was really challenging this year. Plenty of solid breeze and a very competitive fleet. It was great to be crossing tacks with such legendary boats as *Archina*, *Wraith of Odin* and *Love and War*. We felt we were mixing it with the legends."

The CYCA's Classic yacht events in 2024 are the Great Veterans Race on 11 May and the Sydney Hobart Classic Yacht Regatta 13 to 15 December. ⚓





Sydney Hobart Classic Yacht Regatta Standings			
	RACE 1 - Pursuit Start (09/12/23)	RACE 2 - Scratch Start (10/12/23)	Overall
DIVISION 1	Love & War	Patrice II	Patrice II
	Patrice II	Wraith of Odin	Wraith of Odin
	Wraith of Odin	Defiance	Love & War
DIVISION 2	Nike	Jasnar	Nike
	Huon Chief	Anitra V	Jasnar
	Mister Christian	Nike	Anitra V
DIVISION 3 NON- SPINNAKER	Boongown	Valhalla	Boongown
	Fidelis	Maris	Fidelis
	Lolita	Boongown	Lolita
IOR ERA	Bacardi	Crux	Crux
	Madam X	Wild Oats	Bacardi
	Wild Oats	Bimblegumbie	Wild Oats



World Sailing YOUTH MATCH RACING World Championship

In December, twelve of the world's best youth match racing teams descended on the Cruising Yacht Club of Australia for the 2023 World Sailing Youth Match Racing World Championship (9 - 15 December).



Fittingly, in its 10th edition, nine nations were selected by World Sailing for the event, sailing on the CYCA Youth Sailing Academy's fleet of Elliott 7m keelboats. As the most decorated club to compete at the World Championship, claiming titles in 2017, 2019 and 2020 and the silver medal in 2016, it is also fitting that the CYCA will be the first Australian club to host the World Championship.

In the lead up, Youth Sailing Academy's Cole Tapper and Will Sargent, ranked #2 and #3 in the World had posted impressive results which left little doubt for Australian Sailing to endorse them as the nation's representatives.

Cole Tapper was joined by Max Brennan, Hamish Vass & Chelsea Williams, while Will Sargent lined up with Eddie Reid, Paige Caldecoat, Hugo Leeming & Joel Beashel.

The additional ten teams selected hailed from Brazil, Canada, France, Great Britain, Ireland,

Japan, New Zealand, Sweden, and the United States of America. Following two practice days, the Championship was officially opened on Sunday 10 December by World Sailing Technical Delegate Liz Baylis. The Walangari Karntawarra Dance Group, an Indigenous Australian group, kicked off the Opening Ceremony with a traditional Welcome to Country and Smoking Ceremony with the inclusion of competitors and officials which was thoroughly enjoyed by all international and local guests.

Over the first two days, near perfect conditions were had on the iconic Sydney Harbour. Defending World Champion, USA's Jeffrey Petersen signalled his intentions for a successful defence when he went through the 11-race round robin undefeated to claim the Gérard Bossé Memorial Trophy.

To honour French International Umpire Gérard Bossé who passed away last year just before the World Championships were held in his hometown of Pornichet.





Drone image by SailMedia, all other photos by Darcie Collington

In the last pairing, Australia's Cole Tapper staged his comeback when he took out his Quarter-Final rival, France's Timothee Rossi, after being down 0 - 2 in the first two matches.

The Finals delivered spectacular sailings as a building sea breeze offered the competitors better conditions.

The morning began with the final four teams battling it out in the Semi-Final stage. Delerce upset Peterson 3 - 0 to earn his spot in the final. CYCA teammates Cole Tapper and Will Sargent sailed to 3 - 1, sending Tapper through to meet Delerce.

As the breeze swung left, a fresh north-easterly settled on the course for the Final series. The Rosman Ferry, donated by the Noakes Group, joined the competitors on the water alongside a flurry of spectators. Those onboard witnessed one of the toughest fought Finals series.

Nailing the opening two races of the Finals, Delerce entered Race 3 undefeated for the day with a 2 - 0 lead. However, the Australians were determined to fight back.

They proved their experience in the Elliott 7m class to come from behind in Races 3 and 4 to level the series, heading into a winner-takes-all Final Race.

Winning the start, the French led the first half of the race, but yet again, the Australians pounced on the first downwind run. Then, a misjudged gybe saw Tapper penalised for the manoeuvre and was passed by Delerce.

On the final legs, France and Australia were never more than a boat length apart, gripping spectators to the edge of their seats. As they drew towards the finish line, the Australians tried to offset their penalty but the French were able to sail around, breaking ahead just metres from the finish line.

Heading into Day three, the field split into two. The top 4 from the Round Robin: USA, Australia, New Zealand and Ireland, advanced directly to the quarter finals. The remaining eight teams were left to challenge through the repechage stage.

At the end of the day, Jack Frewin from New Zealand, Ben Tylecote from Great Britain, Marius Westerlind of Sweden and Richard Rychlik Jr. from Canada exited the competition.

Another action-packed day of racing on Day four saw both Australian teams, France, and the USA qualify for the final 4, as each team battled for the World title.

As racing got underway for the Quarter-Finals, a light north-westerly breeze struggled to remain overhead, resulting in massive margins between boats on the race course. After a short delay, a very hot, dry westerly settled, pulsing underneath the Sydney Harbour Bridge, delivering tougher conditions.

In the first Quarter-Final pairings, reigning Team USA came out firing against Tom Higgins from Ireland. Petersen overcame his opponent rather quickly, winning all three races and booking the first berth in the semi-finals.

Meanwhile, the remaining three Quarter-Finals saw each pair fighting through all five matches to determine a winner. In Quarter-Final Two, Australia's Will Sargent and Brazil's Nicolas Bernal traded leads on nearly every leg, with Australia eventually coming out on top 3 - 2.

In the third pairing, the young Frenchman Ange Delerce came out fighting to defeat Robbie McCutcheon from New Zealand.



The CYCA Race Committee vessel, with Event Partner Richard Feyn, representing the Mercure Hotel Sydney and Sydney Brewery, fired off the finish cannon to christen the new Youth Match Racing World Champions.

“We are just stoked to win, it’s a dream come true for us”, Delerce says, “Cole and the Australian team have been great competitors all week and always fight back hard, so it was awesome to come up against them in the Final - you can’t get any closer than that to finish. Sydney really turned it on for us today, it’s an amazing feeling.”

As teams gathered in the CYCA’s Rolex Sydney Race Village for the Closing Ceremony, special guest, Vice President of the Australian Olympic Committee Matt Allen AM, presented the Bronze medals to the United States of America team followed by CYCA Chief Executive Officer Justine Kirkjian who presented the Silver medals to the

home team from Australia. CYCA Commodore Arthur Lane completed the podium presentation, with Gold medals and the World Championship perpetual trophy for the new Youth Match Racing World Champions.

Over the week, 116 races were sailed for the 58 competitors representing nine nations. More than 27,000 spectators viewed the races on the water or via the Day 4 and 5 Live-Streams by Sail Media, making this the most viewed youth match racing event in history.

To officially close the event, Liz Baylis declared the 2023 World Championship a ‘superb success’ for the Cruising Yacht Club of Australia.

The Cruising Yacht Club of Australia would like to take this opportunity to thank the many Partners and contributors for the success of the World Championship. ⚓



We thank Mercure Hotel Sydney, Helly Hansen Australia, Accor Live Limitless, Audi Centre Sydney, Sydney Brewery, Noakes Group & SailMedia.



'A RACE FOR THE AGES'

62



*the 2023 RSHYR
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Photo: Salty Dingo.

In the world of 100-footers, it is not often that we get to welcome new members. With rising labor and material costs, these yachts, which regularly steal the spotlight, are scarce. However, this year we were able to add another one of these spectacular racers to the roster. ‘Wild Thing 100’ is the brainchild of proud owner and skipper Grant Wharington, better known as ‘Wharo.’

The recently rebuilt ‘Wild Thing 100’ has been transformed over the previous six months, extending its Length Overall (LOA) from 80 to 100 feet. The goal in mind? Complete the Rolex Sydney Hobart Yacht Race as a 100-footer. With this massive task ahead of the crew and owner, there wasn’t much time to spare to finish the extensive modifications and deliver the yacht to Sydney from the Gold Coast. To fully appreciate the effort of the team, let’s put it into human terms. This change would be the equivalent of having open-heart surgery, rolling out of the hospital, and then completing a marathon or a wrestling match. Wharo told us everything about what inspired this drastic change and what makes his program tick. It’s safe to say that this story is a pretty wild thing...



Photo: ROLEX | Andrea Francolini

Reflecting on earlier yacht design, Wharo explained that you had to come up with ingenious ways to have a long boat with a low handicap. Owners were rewarded for innovative features such as eliminating spinnaker poles or reducing sets of spreaders. The first rig on the original *Wild Thing* featured two sets of spreaders on a 40-metre mast. The turning point came when handicap limits were lifted; one of the main changes that this brought was that maxis were becoming much wider.

Quickly jumping to 2018 when Wharo purchased a Botin 80 called '*Stefan Racing*.' He said, "I had the idea of extending the boat to 100 feet pretty soon after buying it. As an 80-foot yacht, it had a very wide beam, which was the new trend for maxis like *LawConnect* and *Comanche*. And in all honesty, it was quite an average 80-footer, but I saw its potential. The hull had a great foundation to extend it, especially when compared to the costs of building a new hull." With this realization, the game was afoot, the million-dollar question that was left to answer: "How do we make it longer overall and not blow out the handicap too much?"

Having previously sailed on Syd Fischer's the rebuilt *Ragamuffin*, he shared, "Syd had a hands-on approach, and I learned a lot from sailing with him. During the rebuild of *Wild Thing 100* I was in between projects at work, so I was at the yard helping every single day. Wharo's hands-on approach and trade background played a pivotal role in this process." Despite doubts from others, Wharo and his team remained optimistic and passionate about this project.

To avoid delving too deep into the technical aspects of boat building, we asked Wharo to explain the mods in layman's terms. "We cut the boat in half in front of the mast and stuck four metres of midbow in between those pieces, and then we put another two metres of stern at the back." Now that doesn't sound too complex, does it? Unfortunately for the *Wild Thing* team, it was. What the team accomplished with these specific changes was, of course, extend the LOA, but it also moved the mast further back by two metres. Ticking another box that is popular in modern yacht design. With the mast further back, you can run larger headsails while improving airflow

when overlapping sails, the foot of each head sail is consequently two metres longer and all of this eventually translates into speed, lots of it. The number one hurdle for the team would prove to not be the actual rebuild but getting their compliances approved by the DNVGL. The biggest driver for boat speed is LOA; an increase in that would theoretically mean that the boat would be able to go faster. Consequently, the hull gets put under more stress. Because they started life at 80 feet, all the panels on the hull and deck had to be re-checked to see if they would be able to withstand this potential additional load as a 100-footer.

Wharo laughed: "In the 2022 RSHYR, we reached up to 32 knots in *Stefan Racing*, so we were not sure how much faster we would be able to go. Anyways the engineers had to calculate what the new pressure would be like at 100 feet, and this meant we had to reinforce parts of the boat with stringers and bulkheads." Compliance sorted, new sails flaked, team ready, let's go training then right? Don't think so!

With unforeseen additional work, *Wild Thing 100* would only be actually sailed while delivering it to Sydney ahead of the RSHYR. "We pulled the sails up as we left the Gold Coast; it was a building nor'easter, so that was an exciting. Nothing major failed, and we made our way to Sydney quickly. We were greeted at the CYCA by friends, family, and media. It was a great moment, but we still had work to do, so we put our heads down and got the boat as dialed in as we could."

The pro-am crew is mostly the same from *Stefan Racing*; this meant that Wharo knew how people would fit in and how the mindset and team works. "You soon figure out who you want to sail with. I am very lucky with my team; I just want to thank everyone that joined in with Theo, Paddy, and Tylor for putting in the hard yards and never giving up." Matt Pearce, *Wild Thing 100* team member, professional sailor and sailmaker at Doyle Sails Australia vouched for the quality of the build: "The boat operated faultlessly, a few small things



The Botin 80 *Stefan Racing* sailing in the 2022 SOLAS Big Boat Challenge. Photo: Andrea Francolini

happened but that is the case for *Andoo Comanche* or *LawConnect* too - that's just sailing. We had a few gaps in our performance, but we are ready to tackle those areas head on".

Admittedly the boat did not place where a 100-footer should. Is that an issue? Not necessarily, under the creed of finishing the boat, getting to Hobart, not break sh*t (Wharo's words), and building a solid team, this campaign was extremely successful and truly one-of-a-kind. As the 6th boat across the line in between the 80 and 60 footers, the team is now focused on working out the kinks and making this giant go fast: "We are nowhere near knowing the full potential of the boat, so we are keen to figure it out. The biggest change will be adding a JO to our sail inventory." A sail that is flown from the masthead to the end of the bowsprit; this sail can be used to sail upwind in light wind and then it gets used again when sailing downwind in heavier breeze. "Not having the JO was why our performance was not as good as it could be, so we are excited for this sail to arrive." Many have asked if the boat will get a new rig as it still has the same mast as *Stefan Racing*, and the answer is not quite yet. There is undoubtedly too much to figure out, and as the lightest 100-footer, they want to keep that advantage, and a taller rig will mean a bigger handicap and more weight.

Not surprisingly, there were many doubters: "There ain't enough time mate." However, addressing the skeptics, Wharo stated, "There were a lot of doubters, but those who know me best knew it wasn't going to not happen." Drawing parallels to his past experiences such as getting "*Brunel*" ready for the first leg of the Volvo Ocean Race in '05/'06, he emphasized the importance of proving one's capabilities through actions, saying, "The proof is in the pudding. I'd like to be known as someone who bites off more than they can chew and then chews like hell."

So, what's the takeaway from the *Wild Thing 100* story - listen to your instinct, work for what you hold dear, map out a plan, then jump into action. An incredible congratulations to the entire *Wild Thing 100* squad for the journey they have completed over the last six months and a special shoutout to Wharo for generously sharing his insights and stories. Wishing you all smooth sailing, you wild thing! ⚓





Photo: ROLEX | Andrea Francolini

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Photo: Ashley Dart.



Photo: Darcie Collington.

Aperol Afternoons



Thank you to everyone who joined us in the Sydney Race Village in December for Aperol Afternoons as we raced Model RC yachts on the pond. ⚓



Photos: David Hislop.

EVERYBODY'S SMUGGLIN'

Sebastian Bohm's TP 52 Smuggler can be found on the entry lists for most of the CYCA's inshore & offshore races. 2023 was a fantastic year for the team that enjoys all aspects of their sailing program, capped off by an excellent Division 1 win in the 78th Rolex Sydney Hobart. Offshore spoke to Seb about their success and what's in store for 2024.

Offshore: Congratulations again on *Smuggler's* Division 1 win in the Rolex Sydney Hobart, which I guess may not have come as a surprise to you all after such a strong 2023 but has been widely regarded as a significant achievement given how competitive the group is.

Seb Bohm: It's a very, very competitive division. I don't know if it's a case of the 52s being so similar. Obviously, there's different generations of boat competing. But they seem to attract the best; some of the best crews and equipment, so yeah, it's definitely a very competitive division. Over the last few years, the overall winner of the race has regularly come from the division.

But no, we had a great race and we've been working very hard as a team. We've really started to get to know the boat very intimately now. Getting those last one percenters out of her and changing gears - knowing better where to change gears and how best to change gears. Doyle Sails has also been very good with the sails they've been providing for us, which have certainly helped give

us some great boat speed.

Tim Davis, my boat captain, has been working with the crew and I think it's starting to pay off. Everyone's starting to gel really well. Macca calling shots on tactics has been amazing. He just seems to know when the wind is going to change, how it oscillates and he's amazing at picking the shifts and driving the boat hard.

Offshore: So, the regular race team's pretty much in place now?

Seb: Yeah. Yeah. It's good. Everyone seems to be very committed. And then, you know, Juzzy does such a fabulous job running the shore-side aspects of the program.

She's been phenomenal in the way she gets the boat on the start lines in top shape. So, it's all just come together well - and thankfully, I just show up.

Offshore: And Geelong. The Festival of Sails was another success for you.

Seb: Geelong was great, yeah. We had the Geelong

guys on board this year with Jake and Tony. It's just a great time down there. Timmy puts us all up at his mum's house. Peter and I bring the kids down, get some pizzas. We also worked hard on the water and were very pleased with the result. We came close to beating *Hooligan* on IRC, which is good.

We had a great result taking out TPR, so we were pleased with that. For the wider TP52 fleet that's technically meant to be the recognised handicap.

Offshore: Well, you had some great results in TPR in the TP52 Gold Cup last year. I assume that series is part of the program again for '24?

Seb: Definitely. Yeah, we don't have that many professionals on board. So, TPR [handicap system] helps us to compete against higher budgeted programs - newer boats with full professional teams or whatever. The Gold Cup is definitely on our list and we're set to go.

We really enjoy those races. Thankfully for us, we've got a boat that is a good all-rounder. It can perform in the offshores and then also seems to perform inshore as well - which is nice. A lot of boats only suit one or the other.

We love our boat and she's aging well.

Offshore: Like a fine wine.

And you're also obviously defending your 2018 Ponant Sydney Noumea win in May - though not on the same boat. [Their Rogers 46 *Smuggler*



previously won the race]. How are you looking forward to that?

Smuggler: That's a big one. We've been looking forward to defending our title, our 'world title', the 'World Championship of Noumea'.

Everyone's booked, the crews pumped and the boat's going to be in good shape. Unfortunately, it's only one week between the last Gold Cup regatta and the race. So, it'll be a quick turnaround. It shows the versatility of our boat.

Offshore: We saw that you've also recently locked in for Groupama [New Caledonia] biennial race



which the PSNYR serves as a feeder for). Is that going to be using the full crew or are others flying across as relief crew?

Smuggler: Well, everyone's keen to do it. And the boat's there. We didn't do it last time.

It's hard to squeeze in so many races but everyone's amped to do it. So, we're calling on some favours from crew and sourcing bits and pieces to try and make it work.

It's meant to be quite a good race, so it'll be nice. Arriving in Noumea last time was amazing. Coming in through the lagoon in first place - a great memory. The water was nice and flat, it was still windy and the boat was flying. Hopefully, we can get conditions like that again.

Offshore: Do you have anything else planned for 2024 that's outside the box or something you haven't tried before?

Smuggler: After Noumea, we'll be back for the Blue Water [Audi Centre Sydney Blue Water Pointscore] again. Having such a supportive sponsor in Fred

[jewellery] has made all this sailing a bit easier. They've been a very good sponsor and were very pleased with our Hobart result. They're opening a store on the Gold Coast, so hopefully are going to get on board again for the [Noakes Sydney] Gold Coast Race.

And then, you know, possibly the CYCA's Sydney Auckland [2025 Trans -Tasman Yacht Race] race.

Obviously, we love supporting the CYCA and all the racing that it does. Hopefully we'll be out there as soon as possible. We've got some Twilights coming up, so we're happy to do that - we try not to fall into that category of being a boat that just does regattas and Blue Waters. We want to be out there for those SOPs and OPs too, which are actually my favourite races to do.

Offshore: Yes, you've had some good results with the coastal races over the years.

Smuggler: We won the OPs which was amazing. We love the Lion Island and Port Hacking races. We just love being on the water. And launching. ⚓



Photo: ROLEX | Kurt Arrigo.



The Pontant Sydney Noumea Yacht Race
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noumea.cycaracing.com



pre-race excitement in the Sydney Race Village



Photos: Salty Dingo.



smiles from the Hobart Race Village



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A CLOCKWORK ORANGE (WHEEL)

As the fleet gathers on Boxing Day, a field of principally black and blue covers Sydney Harbour. Amongst the black spars and sails, the mighty orange wheel of *Clockwork* sailing stands out from the rest. Hailing all the way from South Australia, she's a first-time entrant in the 2023 Rolex Sydney Hobart Yacht Race.

A triple-threat racer, *Clockwork* was the only entrant representing South Australia in the 78th edition and is one of nine competing yachts owned by women. She has also teamed up with a charitable organization.

Four days into the race, as *Clockwork* soared into Storm Bay in 35 knots of breeze, she became etched into Sydney Hobart's visual history as their orange storm sail and orange wheel traversed through rolling seas in one of the strongest storms the race has faced since 2004.

However, *Clockwork's* history doesn't start or end with the 2023 Rolex Sydney Hobart. Co-owners Mary Ann Harvey and Andrew (Andy) Lloyd first sailed together onboard *School's Out* in Adelaide. The two raced actively on the yacht over the years. The owner was keen to race every event possible, providing Mary Ann with the opportunity to drive *School's Out* during Women's Keelboat regattas. Having first competed in the Rolex Sydney Hobart in 2019, Mary Ann was eager to sail the race again, this time with her best mate, her nephew, and Andy. After *School's Out* failed its inclination test, Mary Ann and Andy found an answer in purchasing their own yacht together.

They credit the different strengths they each bring to the helm to their success. Mary Ann's goodwill



and wit enables her to be a strong team leader and crew builder. She admits, "I'm good with people. I can build a good crew. But I know nothing about boats". Enter Andy, not only is he a skilled lifelong sailor, but also an excellent boat manager and coach. His extensive knowledge and experience in the sport of sailing provides him with a rare talent to instruct and guide his crew. "Andy brings out the best in people in every way", affirms Mary Ann.

The co-skippers speak positively about each other, highlighting the importance of teamwork when it comes to boat leadership. They switch on and off, driving at different races, with Mary Ann leading the squad for women and novice events. "Mary Ann the legend", Andy refers to her kindly. "She's grown so much [since we've] gotten the boat - as a skipper, as a racer - she's done really well." Mary Ann emphasizes the importance of women and novice events in pushing people out of their comfort zone. "It's about encouraging people to compete in positions they normally wouldn't have the opportunity to".

With two strong pillars at the wheel, Mary Ann and Andy navigated their crew through the relentless conditions of the Sydney Hobart. Throughout the race, the co-owners remained committed to keeping their sailors dry, warm, and well rested. Mary Ann says, "we don't like to stretch our crew thin". The yacht maintained a strict watch schedule, only breaking it on night three when it was all

hands-on deck sailing through Bass Strait, with hopes of catching the other competing Sydney 38's. The crew preserved their morale by starting day four in three layers of warm, dry gear.

The pairs' dedication to supporting their crew mirrors their dedication to supporting their community. Early on, it became important to them to support a charity. Andy chose Orange Sky because of their pledge to serve the homeless and isolated as well as the foundation's volunteer-based operation. Orange Sky is committed to uplifting the homeless population through mobile laundry and shower facilities and community engagement. The goal is to help the population lead a more positive life. "The organization is really incredible", Andy says, "they're very engaged with the community and the people they work with". Since their partnership, *Clockwork* has raised more than \$7,000 for Orange Sky.

Fifty-first over the line, *Clockwork* arrived in Hobart to great fanfare, saluting the crowds at Taste of Tasmania as heroes. The yacht clocked over 2,500 nautical miles over the past 12 months, sailing all over, from South Australia to Queensland to New South Wales and Tasmania. In 2024, Mary Ann and Andy are looking forward to another program filled to the brim with racing. At the end of the day, "we're *Clockwork* chaos", Andy says, "we're out there to have fun, not be too serious, but we want to win and have fun along the way". ⚓

One Yacht. Two Owners. 2,500 Nautical-Miles.



The crew of Clockwork Sailing. Photo: Salty Dingo.



Photo: ROLEX | Kurt Arrigo

Thank you, Volunteers!



Reflecting on the resounding success of the 2023 Rolex Sydney Hobart Yacht Race fills us with gratitude. The coordination required for hosting such an iconic event was made possible by the dedicated efforts of everyone involved.

Our sincere thanks to all our Volunteers who dedicate their time and energy to the race year after year. Your remarkable commitment to excellence and unwavering enthusiasm make the race a spectacular experience for participants and spectators alike. ⚓





Super TROOPER

How a double-handed veteran
championed a project
sailing with youth

In the world of offshore sailing, the Rolex Sydney Hobart Yacht Race stands as a true test of both skill and resilience. The open ocean, unpredictable weather, and the sheer endurance required make it one of the most challenging events on the sailing calendar. In the 2023 edition of this iconic race, one yacht, in particular, changed their approach and consequently captured the essence of the competition in a unique and inspiring way - *Disko Trooper_Contender Sailcloth*.

As we delve into the heart of this adventure, we spoke to skipper Jules Hall for his firsthand account of the race. *Disko Trooper_Contender Sailcloth* has a noteworthy history, having clinched victory in the Two-Handed (TH) IRC/ORCi and PHS divisions during the 2021 race co-skipped by Jules Hall and Jan Scholten (Clogs). Despite its being one of the smaller participants in the race, the boat unequivocally demonstrated its potential for stellar performance. This time around, we would see the boat compete fully-crewed instead of two-handed.

What made you decide to race crewed vs. TH?

Clogs was not able to do the Hobart this year as he was training for the ILCA 7 Masters Worlds in early February. I got too much FOMO sitting on the dock last year, so I decided to do something completely different. The CYCA board and management have been working on a program to encourage age and gender diversity in our offshore fleet. One of the key insights from the interviews we undertook is that our Youth Academy sailors prefer to sail with their mates. Mark Murry from the YSA sailed with us when we won the J/99 Nationals last year, so I floated the idea of a youth crew with him. He loved it and it the idea grew from there on.

How did your preparation change compared to that of 2021 when you won in the TH division?

When Clogs and I approached the 2021 race, we were both experienced offshore sailors. This time around we had a crew of very good sailors, but with mostly limited offshore experience. This meant we not only had to learn to sail the boat crewed vs TH, but we also had to build offshore safety and racing skills. Our runway was rather short with the Rolex Fastnet Race mid-year. Our sails were not back in Sydney until mid-September. So the first crewed race was Flinders Island. We then did the rest of the Audi Centre Sydney BWPS series and the SHARP EIT Monday Twilight Races which was valuable for boat handling practice, along with some focused training sessions.

Can you share your overall experience participating in the latest Rolex Sydney Hobart Yacht Race, as one of the smaller yachts in the fleet? Despite all the challenges, this was one of the most enjoyable offshore races of my career. That was largely because of some choices we made, as a crew, about the attitude we were going to have onboard. We knew the conditions would be tricky and for some, this was the longest race of their careers. Therefore we chose to focus on everything we did correctly and that was very transformational. We had a positive, fun, attitude all the way - even in the gale there was plenty of laughter!

What were the unique challenges you faced during the race, and how did your team overcome them? The first night was brutal. We got stuck in a massive wind hole whilst boats either side of us were doing 8kts. We lost 30nm on our divisional leaders. Mentally, that was hard to swallow, especially so early in the race. But we dealt with it and got back within 4 miles 24 hours later. The starter panel for our engine failed 36 hours from the finish. So we were unable to charge our batteries. That could have been a real issue but we got around that one as well. Then of course the gale around Tasman was tough. But everyone dealt with that brilliantly - laughing and finding the humour in the madness.

Can you highlight any memorable moments in your race? The evening of 29 December was spectacular. We were near Schouten Island in about 12 knots of breeze. The sunset was remarkably beautiful, and we were flying relative to the boats around us, overtaking much bigger boats. Even though we knew the gale was coming, that was a period we really enjoyed.

Can you share insights into the teamwork and coordination required onboard a smaller yacht, especially in the context of a long offshore race like the RSHYR? It might perhaps be an unexpected approach however we replicated the system we use racing TH, Two hours on, two hours off (give or take). Wendy Tuck, our navigator, led one watch of three people and I led the other. We had really rigorous handovers for the navigation and weather updates each changeover.



What role did technology and navigation tools play in your yacht's performance during the race, any specific innovations that proved particularly beneficial? We added 4G aerials to the boat this year. That has helped extend the range for the coastal sections of the race. And we have Iridium Go for routing and weather GRIB files offshore. Starlink would have been very beneficial to enable us to download water temperature observations to compare to the current GRIB files we were using... and which were wrong! Knowing where the warmer water was would have helped us navigate with confidence.

Looking ahead, what lessons did your team learn from this experience, and do you have plans to make any adjustments for the next Rolex Sydney Hobart Yacht Race?

The J/99 can be sailed just as well crewed as TH. Some might argue that it is a small boat. This year I have raced TH in the roughest Fastnet in many years (>40 knots for 6 hrs on day one, three gales in five days) and the rough end to this year's Hobart race. The boat has handled both superbly.

In hindsight, would you change your approach to preparation or racing strategy? It would have great to have started the campaign earlier in the year. It takes a lot of time to cement a full crew compared two experienced sailors racing two-handed.

How did having a corporate sponsor impact performance, your sailing program, and equipment? The sponsorship and support we've had from Contender Sailcloth has been game changing. As well as the awesome support we've had from Ian Short Sails. Together, they've enabled us to have absolutely top-notch sails, as well as supporting the development of the associated systems and equipment.

Will you return to Hobart Two-Handed? Yes!

The adventures aboard this remarkable yacht serve as an inspiration to all sailors, reminding us that, amidst the unpredictable seas, the true victory lies in the transformative power of a positive attitude and great teamwork. A special thanks to Jules for contributing to helping young sailors gain experience. ⚓



Photos: Salty Dingo

Days on the Derwent



Photo: Ashley Dart







A SAILING SUCCESS: THE 29TH ANNUAL ROTARY SOLAS CHARITY REGATTA

The sparkling waters of Sydney Harbour bore witness to a magnificent display of camaraderie, competition and generosity on Friday, 17th November during the 29th annual Rotary SOLAS Charity Regatta.



Hosted by the CYCA for the Rotary Club of Sydney Cove (RCSC), this event epitomised the great and ongoing collaboration between the two. It unfolded as a day of unity and philanthropy that brought together sailing enthusiasts, volunteers and supporters, and left an indelible mark on all who participated.

The regatta, creates a “family-like” atmosphere that goes beyond the thrill of sailing. The unique partnership, now in its 29th year, has proven to be a powerhouse of community support, raising over \$5 million over the years for various charitable causes. The Safety of Life at Sea Trust (SOLAS) is a primary beneficiary.

The day kicked off with a spectacular luncheon at the CYCA. Representatives from the Sydney Children’s Hospitals Foundation, another



beneficiary of the donations, added a touch of inspiration to the event. CEO Kristina Keneally and PHD student Megan Frolich provided heartfelt updates, underlining the real impact of the funds raised on the lives of those in need.

A delightful luncheon was also hosted in the park, providing a perfect setting for sponsors, volunteers, and skippers to mingle and enjoy the beautiful day.

The success of the event wasn't just confined to the seas; on land, a very successful auction was presided over by the dynamic auctioneer Mr. SOLD. Where spirited bidding fuelled the proceedings.

As the day unfolded, the much-anticipated prize-giving was a crescendo of excitement. One fortunate raffle winner secured a trip to Fiji.

Meanwhile, aboard the *Captain Cook III*, the Regatta cruise was a delightful success, featuring a delicious lunch and serving as a platform for

additional fundraising activities. An auction and a raffle added to the charitable contributions.

The heart of the event lies in the regatta itself, where 29 yachts raced on the azure expanse of Sydney Harbour, creating a breathtaking spectacle and exhilarating experience for sponsors and guests alike. Despite strong winds, the enthusiasm and skill of the sailors shone through.

Around 40 dedicated Rotary volunteers ensured the smooth running of the event both on and off the water.

The Rotary Club of Sydney Cove showcased the power of volunteers coming together for a common cause. The club meets twice a month aboard a Captain Cook Cruise ship at Barangaroo and supports more than 30 causes, helping the disadvantaged via volunteering and fundraising. New volunteers and members are always welcomed. ⚓



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SHOWDOWN 2023

Showdown, sailed by owner Drew Curruthers and Jim Close, took second place Line Honours in the two-handed division.

Having lost her keel on a delivery off Eden in 2020 Showdown has had an eventful life.

She floated around Bass Strait for three months before drifting past an oil rig. Salvage was undertaken and she was taken back to Sydney. She was bought by Drew Carruthers in 2022 and a full rebuild was later undertaken including design and construction of a lifting keel, the addition of water ballast and simplification of the boat's systems for short handed sailing. She was re-launched in June 2023.



YOUNG ENDEAVOUR 2023

Britain's bicentennial gift to Australia in 1988, Young Endeavour is used for a highly acclaimed youth development program for 16 to 23 year olds. I found her east of Maria Island punching into a big southerly swell. The crew later remarked that it is rare to see part of the keel out of the water because her displacement is 239 tonnes.



RICHARD BENNETT



NAVY ONE 2023

Owned by the Royal Australian Navy Sailing Association for sail and adventure, Navy One, sailed by serving Navy personnel, was skippered by Nathan Lockhart and Tori Costello. She was photographed passing the Raoul in her fourth Rolex Sydney Hobart.



MONDO 2023

Storm Bay living up to its name. The angry sea, a dark sky and a racing yacht powering through the south westerly gale.

I love a photographing a good storm when nature puts on a spectacular show.



RAGTIME 2023

We found the yachts reefed down and battling 60 knot gusts. As we flew out of rain squalls rainbows formed against the stormy black sky. and we revelled in the best photography session in years photographing the great race.



ANDREA FRANCOLINI



Catching waves outside Tasman Island



Sailing through the storm: embracing the wild beauty of the Rolex Sydney Hobart

KURT ARRIGO



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2023 ROLEX SYDNEY HOBART YACHT RACE BY THE NUMBERS

7.5M 1

Website Visits Feline

4 1,016 6

Maxis

Competitors

TP52s

2 8 630K 18

WA
Entrants

Sydney
Yachts

Livestream Views

Two-Handers

10 5,232 103

International
Entrants

Collective Sydney Hobarts

Starting Yachts

10% 171,070 12%

Women Skippers

Instagram Reach

Women Crew

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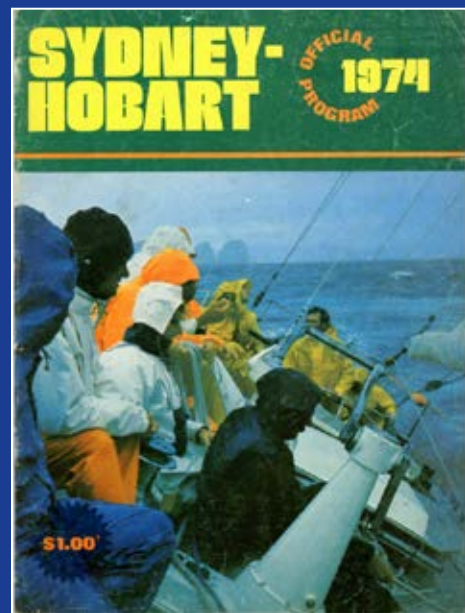
Shortest Trip | LawConnect

Longest Trip | Sylph VI

From the Archives



1963 Official Program



1974 Official Program



Colourful spinnakers fill Sydney Harbour at the start of the 1994 race



Sailing the Sydney Hobart in the 1950's



Westward finishes on the Derwent, becoming the first Tasmanian yacht to win the Tattersall Cup twice.



Condor by Richard Bennett, 1986



Barbarian, the first all-women crew to sail the Sydney Hobart, in 1976



Windward Passage by Richard Bennett, 1975



Upwinds on-board in 1979



Jane Tate, the first woman to sail the Sydney Hobart, in 1946



Ruth Reinhardt trimming on-board Barbarian



Great Sydney Hobart yachts

Anitra V

Anitra V is a Trygve Halvorsen design, built by Lars Halvorsen Sons at Ryde in Sydney for the brothers Trygve and Magnus in 1956.

The yacht has an overall length of 11.73m, beam of 2.9m, draft of 1.83m and is rigged as a masthead sloop. *Anitra V* placed second in the 1956 Sydney Hobart, won the race in 1957, placed second in 1958 and again in 1959.

An innovative representative of its design-era, *Anitra V* was the fifth of seven yachts built in succession by Trygve and Magnus from 1946 to 1963. The brothers raced six of the seven yachts offshore, establishing themselves amongst the premier ocean racing sailors, designers and builders of their period.

In 1956, long distance ocean racing off the east coast of Australia was still a developing post-war sport with the Sydney Hobart Race in its twelfth year. For the Halvorsen brothers, *Anitra V* was their fifth yacht and the fourth built to race offshore, and in the Sydney Hobart in particular. The previous yachts were *Saga* in 1946, *Peer Gynt* 1947 and *Solveig* 1954. *Anitra V* was different to the earlier boats mainly because the hull construction is of lightweight Western Cedar timber, strip planked and sheathed in Dynel, a new material technology at the time. The solid teak deck and coach house on *Anitra V* are quite traditional, with a raised doghouse accommodating the galley. The fittings such as windows and handrails are also classic Halvorsen designs and can be found on most of the motor cruisers built at the Ryde yard.

Anitra V has a canoe stern and, like *Solveig*, a spade rudder just under the stern and well aft of the keel. Most yacht designs in the 1950's had keel-hung rudders, so this configuration was still quite unusual. The last in the line of successive ocean racers built by Lars Halvorsen Sons was *Freya*, winner of the Sydney Hobart in 1963, 1964 and 1965. In Trygve's 2012 Video Archive Project interview with Peter Shipway, he explained that *Freya* had originally been designed with a short keel and a hanging rudder under the stern, however following the 1962 *Gretel* America's Cup Challenge, Magnus had tired of racing and intended to spend more time cruising, so the design was changed to allow the boat to track better, with a much longer keel and a keel-hung rudder.

Since 1995, Philip Brown has been *Anitra V*'s custodian. He bought the yacht from Sir Garfield Barwick and has continued with care and maintenance at the highest level. *Anitra V* races regularly in the CYCA Classic Regattas, SASC Classic Series, and special events including the Australia Day Regatta. Philip and *Anitra V* have made a number of offshore voyages including to the Lord Howe Classic Australian BBQ, and to the Australian Wooden Boat Festival in Hobart.*

**This article is adapted from information made available on the ANMM's Australian Register of Historic Vessels. ⚓*



The Women of the Rolex Sydney Hobart Yacht Race



Navigators Adrienne Cahalan and Alice Parker. Photo: Andrea Francolini.

The 2023 Rolex Sydney Hobart Yacht Race set records for women's involvement and achievements.

The 78th running of the Rolex Sydney Hobart Yacht Race featured 103 starting yachts and 1,016 sailors. Of the 103 entrants, 10 were owned or skippered by women, and 121 crew were women.

Women have been racing in the Sydney Hobart since 1946. In the second instalment of the race, Jane Tate became the first woman to complete the 628 nautical mile event. In 1976, the first all women crew raced onboard *Barbarian*, led by Vicki Willman.

The 2023 Rolex Sydney Hobart set the latest record for number of entrants owned or skippered by women, up from nine in 2022 and three in 2018.

On 31 December, Vanessa Dudley sailed into history, becoming the third woman to sail 25 Sydney Hobart races, after Adrienne Cahalan in 2017 and Felicity Nelson in 2021.

Adrienne Cahalan sailed her 31st race this year, earning her third Tattersall Cup as Navigator, this year onboard Tasmanian yacht *Alive*.

Alice Parker of *URM Group* navigated the yacht into second place for the Tattersall Cup and won the Audi Centre Sydney Blue Water Pointscore.

Before the Boxing Day kick-off, the Sydney Race Village celebrated 'Women in Sailing' with an evening discussing the triumphs of women in various sectors of the sailing world. Hosted by Olympian and SailGP commentator Lisa Darmanin, the panel featured yacht owner and racer, Felicity Nelson, navigator, Alice Parker, and Olympian, Olivia Price.

This March, the Cruising Yacht Club of Australia, whose management team includes a female CEO, Sailing Manager, Administration Manager and Membership Manager, will be hosting another spectacular evening to celebrate women, on International Women's Day. Come down to the club at 1730 hours for an evening sail on the Elliott 7's, no sailing experience necessary. Sailors will be joined by a coach from our Youth Sailing Academy. Following sailing, cocktails will be open to all at the Clubhouse at 1900 hours. ⚓



Parker at her Navigator Station. Photo: Andrea Francolini.



Lisa Darmanin, Olivia Price, Felicity Nelson, and Alice Parker. Photo: Ashley Dart.



Currawong sails out the Heads as the only all-women entrant. Photo: Salty Dingo.



Liesanne Zijlker on-board Ocean Crusaders J-Bird. Photo: Salty Dingo.



Vanessa Dudley earns her 25th Sydney Hobart accolade. Photo: Ashley Dart.



Price speaking at the Women in Sailing panel. Photo: Ashley Dart.



Deborah Wallace, Mary Ann Harvey, Annika Thomson, and Katrina Prince. Photo: Ashley Dart.



Cruising Yacht Club of Australia

celebrates

International Women's Day

Sailing on the Elliott 7s at 1730 hrs

Cocktails at 1900 hrs

Friday 8 March 2024





2023 RACE RESULTS

LINE HONOURS

PLACE	YACHT	OWNER	SKIPPER	ELAPSED TIME
1	LawConnect	Christian Beck	Christian Beck	01:19:03:58
2	Andoo Comanche	John Winning Jr	John Winning Jr	01:19:04:49
3	URM Group	Anthony & David Johnston	Marcus Ashley-Jones	02:02:07:19
4	Alive	Philip Turner	Duncan Hine	02:02:19:04
5	Moneypenny	Sean Langman	Sean Langman	02:04:18:40
6	Wild Thing 100	Grant Wharington & Adrian Seiffert	Grant Wharington	02:05:09:06
7	No Limit	David Gotze	David Gotze	03:00:08:59
8	Whisper	David Griffith	David Griffith	03:02:01:24
9	Caro	Max Klink	Max Klink	03:02:30:22
10	Smuggler	Sebastian Bohm	Sebastian Bohm	03:02:33:01
11	Celestial	Sam Haynes	Sam Haynes	03:03:12:55
12	Teasing Machine	Eric De Turckheim	Eric De Turckheim	03:04:24:14
13	Antipodes	Geoffrey Hill	Geoffrey Hill	03:07:35:37
14	Bumblebee V	Paul Blakeley	Paul Blakeley	03:07:41:23
15	Denali	Damien Parkes	Damien Parkes	03:08:48:41
16	Ocean Crusaders J-Bird	Ian & Annika Thomson	Annika Thomson	03:09:13:06
17	Frantic	Michael Martin	Michael Martin	03:09:14:30
18	MRV	Damien King	Damien King	03:09:51:28
19	Highly Sprung	Mark Spring	Mark Spring	03:12:45:08
20	Extasea	Paul Bucholz	Paul Buchholz	03:13:40:44
21	Lightning	Alexander Flecknoe-Brown	Alexander Flecknoe-Brown	03:14:17:32
22	Pretty Woman	Richard Hudson	Richard Hudson	03:14:17:50
23	Mayfair	James Irvine	James Irvine	03:14:39:41
24	Chutzpah	Bruce Taylor	Bruce Taylor	03:15:02:50
25	Hutchies Yeah Baby	Andy Lamont	Andy Lamont	03:15:14:14
26	Maritimo 54	Bill Barry-Cotter	Kendall Barry-Cotter	03:15:14:26
27	Advantedge	Andrew Jones	Andrew Jones	03:17:04:17
28	Rush	John Paterson	John Paterson	03:17:35:13
29	MWF Kayle	Making Waves Foundation	John Whitfield	03:17:42:12
30	Oroton Drumfire	Will Vicars	Phillip Neil	03:17:57:35
31	Insomnia	Marcus Grimes	Marcus Grimes	03:17:58:55
32	White Noise	Daniel Edwards	Daniel Edwards	03:19:10:23
33	Carrera S	Gerry Cantwell	Gerard Cantwell	03:19:32:43
34	Calibre 12	Richard Williams	Richard Williams	03:19:36:42
35	Mistral (TH)	Rupert Henry	Rupert Henry / Jack Bouttell	03:19:53:38
36	Patriot	Jason Close	Jason Close	03:20:29:57
37	Atomic Blonde	Simon Torvaldsen	Simon Torvaldsen	03:21:03:03
38	Voltstar Yeah Baby	Louis & Marc Ryckmans	Marc Ryckmans	03:21:36:57
39	Minnie	Michael Bell	Michael Bell	03:22:28:00
40	Mondo	Lisa Callaghan & Stephen Teudt	Lisa Callaghan	04:00:31:23
41	Tenacity	John Lawrie	Vaughn Lynch	04:00:40:58
42	Eye Candy	Thierry Leseigneur	Thierry Leseigneur	04:01:19:38
43	Mako	Paul O'Rourke	Adam Manders	04:01:22:39
44	Showdown (TH)	Drew Carruthers	Drew Carruthers / Jim Close	04:01:26:01
45	Wings	Ian Edwards	Ian Edwards	04:01:43:04
46	Ragtime	Steve Watson	Steve Watson	04:02:08:16
47	Allegro	Adrian Lewis	Adrian Lewis	04:02:13:34
48	XS Moment BNMH	Ray Hudson	Ray Hudson	04:03:22:50
49	Rockall 8	Christopher Opielok	Christopher Opielok	04:03:47:30
50	Kraken 111 (TH)	Rob Gough/John Saul	Rob Gough / John Saul	04:03:49:47
51	Clockwork	Andrew Lloyd & Mary Ann Harvey	Andrew Lloyd	04:03:54:46
52	Merit	SkyM8 Pty Ltd	Michael Schwarzel	04:04:34:14
53	Amazingrace	Malcolm Roe	Malcolm Roe	04:04:35:12
54	Toecutter	Robert Hick / Brad Bult	Robert Hick	04:04:38:00
55	Min River (TH)	Jiang Lin	Jiang Lin / Aymeric Belloir	04:04:46:02



56	Cinnamon Girl - Eden Capital (TH)	Cian McCarthy	Cian McCarthy / Sam Hunt	04:05:09:33
57	Midnight Rambler	Edward Psaltis	Edward Psaltis	04:05:28:48
58	Disko Trooper_ Contender Sailcloth	Jules Hall	Jules Hall	04:07:10:15
59	Niksen (TH)	Marc Michel & Logan Fraser	Marc Michel / Logan Fraser	04:07:46:28
60	She's The Culprit	The Culprit Syndicate	Glen Picasso	04:07:48:17
61	Supernova	Alex Seja & Felicity Nelson	Alex Seja / Felicity Nelson	04:08:28:42
62	Navy One	Royal Australian Navy (RAN)	Nathan Lockhart & Tori Costello	04:08:42:00
63	Flying Cloud	David Myers	George Martin	04:08:48:57
64	Love & War	Simon Kurts	Simon Kurts	04:09:32:22
65	Avalanche (TH)	James Murchison	James Murchison / James Francis	04:11:18:24
66	Cinquante	Kim Jaggar	Kim Jaggar	04:12:38:55
67	Wyuna	Hilary Arthure	Hilary Arthure	04:15:37:21
68	Blue Planet (TH)	Chris O'Neill	Chris O'Neill / Michael Tom Johnson	04:17:03:49
69	Solera	Stuart Richardson	Stuart Richardson	04:17:41:57
70	Verite (TH)	Paul Beath	Paul Beath	04:19:02:44
71	Lenny	Charles Devanneaux	Charles Devanneaux	04:20:24:15
72	Ciao Bella	Karl Onslow	Karl Onslow	04:21:53:01
73	Mister Lucky (TH)	Rohan Wood & Mark Hipgrave	Rohan Wood (9) / Mark Hipgrave	05:01:41:14
74	Tilting at Windmills	Sarah Dempsey	John Alexander	05:01:42:50
75	Zephyr Insurance Masters	Ian Johnston	Ian Johnston	05:01:43:09
76	Wild Oats	Gordon Smith and Stuart Byrne	Gordon Smith	05:01:59:53
77	Azzurro	Jack Kliner	Jack Kliner	05:02:44:00
78	Imalizard (TH)	Bruce Watson	Bruce Watson	05:04:14:56
79	Son of a Son	Peter Webster	Peter Webster	05:04:46:04
80	Flying Fish Arctos	Flying Fish Online	Drew Hulton-Smith	05:04:48:04
81	Hansen Tasmania	John Townley	John Townley	05:10:45:20
82	Enigma	Jason Bond	Jason Bond	05:19:51:36
83	Allegresse (TH)	Michael & Tracey Carter	Michael Carter / Tracey Carter	06:17:42:27
84	Silver Fern	David Hows	David Hows	07:04:48:03
85	Sylph VI (TH)	Robert Williams	Robert Williams / Chris Warren	07:19:26:15



Photo: ROLEX | Kurt Arrigo.



Photo: Ashley Dart.



Photo: Salty Dingo.



2023 RACE RESULTS

TWO HANDED LINE HONOURS

PLACE	YACHT	OWNER	SKIPPER	ELAPSED TIME
1	Mistral (TH)	Rupert Henry	Rupert Henry / Jack Bouttell	03:19:53:38
2	Showdown (TH)	Drew Carruthers	Drew Carruthers / Jim Close	04:01:26:01
3	Kraken 111 (TH)	Rob Gough/John Saul	Rob Gough / John Saul	04:03:49:47
4	Min River (TH)	Jiang Lin	Jiang Lin / Aymeric Belloir	04:04:46:02
5	Cinnamon Girl - Eden Capital (TH)	Cian McCarthy	Cian McCarthy / Sam Hunt	04:05:09:33
6	Niksen (TH)	Marc Michel & Logan Fraser	Marc Michel / Logan Fraser	04:07:46:28
7	Avalanche (TH)	James Murchison	James Murchison / James Francis	04:11:18:24
8	Blue Planet (TH)	Chris O'Neill	Chris O'Neill / Michael Tom Johnson	04:17:03:49
9	Verite (TH)	Paul Beath	Paul Beath	04:19:02:44
10	Mister Lucky (TH)	Rohan Wood & Mark Hipgrave	Rohan Wood / Mark Hipgrave	05:01:41:14
11	Imalizard (TH)	Bruce Watson	Bruce Watson	05:04:14:56
12	Allegresse (TH)	Michael & Tracey Carter	Michael Carter / Tracey Carter	06:17:42:27
13	Sylph VI (TH)	Robert Williams	Robert Williams / Chris Warren	07:19:26:15

IRC OVERALL

PLACE	YACHT	OWNER	SKIPPER	DIVISION	HANDICAP	CORRECTED TIME
1	Alive	Philip Turner	Duncan Hine	0	1.586	03:07:48:14
2	URM Group	Anthony & David Johnston	Marcus Ashley-Jones	0	1.599	03:08:08:42
3	Moneypenny	Sean Langman	Sean Langman	0	1.565	03:09:52:01
4	LawConnect	Christian Beck	Christian Beck	0	1.972	03:12:55:35
5	Andoo Comanche	John Winning Jr	John Winning Jr	0	2.043	03:16:00:47
6	Mistral (TH)	Rupert Henry	Rupert Henry / Jack Bouttell	4	1.066	04:01:57:32
7	Wild Thing 100	Grant Wharington & Adrian Seiffert	Grant Wharington	0	1.879	04:03:52:19
8	MRV	Damien King	Damien King	2	1.223	04:04:06:43
9	Patriot	Jason Close	Jason Close	3	1.087	04:04:32:48
10	Kraken 111 (TH)	Rob Gough/John Saul	Rob Gough / John Saul	5	1.021	04:05:55:34
11	Smuggler	Sebastian Bohm	Sebastian Bohm	1	1.376	04:06:34:52
12	Min River (TH)	Jiang Lin	Jiang Lin / Aymeric Belloir	5	1.02	04:06:46:57
13	Atomic Blonde	Simon Torvaldsen	Simon Torvaldsen	3	1.105	04:06:49:16
14	Rockall 8	Christopher Opielok	Christopher Opielok	4	1.038	04:07:35:02
15	Pretty Woman	Richard Hudson	Richard Hudson	2	1.201	04:07:38:35
16	White Noise	Daniel Edwards	Daniel Edwards	3	1.137	04:07:39:50
17	Cinnamon Girl - Eden Capital (TH)	Cian McCarthy	Cian McCarthy / Sam Hunt	5	1.03	04:08:11:38
18	Chutzpah	Bruce Taylor	Bruce Taylor	2	1.197	04:08:11:44
19	Calibre 12	Richard Williams	Richard Williams	3	1.138	04:08:15:15
20	Celestial	Sam Haynes	Sam Haynes	1	1.388	04:08:23:56
21	Midnight Rambler	Edward Psaltis	Edward Psaltis	4	1.029	04:08:25:23
22	Disko Trooper_ Contender Sailcloth	Jules Hall	Jules Hall	5	1.013	04:08:30:43
23	Caro	Max Klink	Max Klink	1	1.416	04:09:30:02
24	Ocean Crusaders J-Bird	Ian & Annika Thomson	Annika Thomson	1	1.3	04:09:35:02
25	Mondo	Lisa Callaghan & Stephen Teudt	Lisa Callaghan	3	1.096	04:09:47:21
26	Teasing Machine	Eric De Turckheim	Eric De Turckheim	1	1.385	04:09:49:10
27	Maritimo 54	Bill Barry-Cotter	Kendall Barry-Cotter	2	1.214	04:09:54:36
28	Toecutter	Robert Hick / Brad Bult	Robert Hick	4	1.057	04:10:22:10



29	Eye Candy	Thierry Leseigneur	Thierry Leseigneur	3	1.098	04:10:51:55
30	Love & War	Simon Kurts	Simon Kurts	5	1.013	04:10:54:41
31	Ragtime	Steve Watson	Steve Watson	3	1.096	04:11:33:32
32	Bumblebee V	Paul Blakeley	Paul Blakeley	1	1.356	04:12:03:33
33	Supernova	Alex Seja & Felicity Nelson	Alex Seja / Felicity Nelson	4	1.036	04:12:14:22
34	Lightning	Alexander Flecknoe-Brown	Alexander Flecknoe-Brown	2	1.255	04:12:17:48
35	Rush	John Paterson	John Paterson	2	1.21	04:12:24:01
36	Frantic	Michael Martin	Michael Martin	1	1.34	04:12:51:50
37	Denali	Damien Parkes	Damien Parkes	1	1.355	04:13:29:58
38	Clockwork	Andrew Lloyd & Mary Ann Harvey	Andrew Lloyd	3	1.096	04:13:30:16
39	Antipodes	Geoffrey Hill	Geoffrey Hill	1	1.376	04:13:31:15
40	No Limit	David Gotze	David Gotze	0	1.519	04:13:35:44
41	Mayfair	James Irvine	James Irvine	2	1.266	04:13:42:48
42	Advantagedge	Andrew Jones	Andrew Jones	2	1.243	04:14:42:57
43	Insomnia	Marcus Grimes	Marcus Grimes	2	1.231	04:14:46:04
44	Tenacity	John Lawrie	Vaughn Lynch	3	1.15	04:15:11:07
45	Wings	Ian Edwards	Ian Edwards	3	1.138	04:15:12:10
46	Hutchies Yeah Baby	Andy Lamont	Andy Lamont	2	1.278	04:15:29:21
47	Niksen (TH)	Marc Michel & Logan Fraser	Marc Michel / Logan Fraser	4	1.078	04:15:52:08
48	Whisper	David Griffith	David Griffith	0	1.512	04:15:55:24
49	Minnie	Michael Bell	Michael Bell	2	1.194	04:16:47:36
50	Flying Cloud	David Myers	George Martin	4	1.078	04:16:59:29
51	Navy One	Royal Australian Navy (RAN)	Nathan Lockhart & Tori Costello	4	1.083	04:17:23:24
52	XS Moment BNMH	Ray Hudson	Ray Hudson	3	1.142	04:17:29:33
53	Carrera S	Gerry Cantwell	Gerard Cantwell	2	1.242	04:17:41:57
54	Blue Planet (TH)	Chris O'Neill	Chris O'Neill / Michael Tom Johnson	5	1.009	04:18:04:52
55	Azzurro	Jack Kliner	Jack Kliner	5	0.933	04:18:30:37
56	Voltstar Yeah Baby	Louis & Marc Ryckmans	Marc Ryckmans	2	1.228	04:18:57:37
57	Highly Sprung	Mark Spring	Mark Spring	1	1.359	04:19:10:42
58	Extasea	Paul Bucholz	Paul Buchholz	1	1.352	04:19:50:16
59	Wyuna	Hilary Arthure	Hilary Arthure	4	1.044	04:20:32:02
60	Verite (TH)	Paul Beath	Paul Beath	5	1.015	04:20:46:16
61	Showdown (TH)	Drew Carruthers	Drew Carruthers / Jim Close	2	1.202	04:21:06:55
62	Amazingrace	Malcolm Roe	Malcolm Roe	2	1.17	04:21:41:11
63	Cinquante	Kim Jaggar	Kim Jaggar	3	1.089	04:22:19:06
64	Son of a Son	Peter Webster	Peter Webster	5	0.974	05:01:31:26
65	Avalanche (TH)	James Murchison	James Murchison / James Francis	3	1.141	05:02:26:13
66	Solera	Stuart Richardson	Stuart Richardson	3	1.102	05:05:17:47
67	Mister Lucky (TH)	Rohan Wood & Mark Hipgrave	Rohan Wood / Mark Hipgrave	4	1.036	05:06:04:05
68	Zephyr Insurance Masters	Ian Johnston	Ian Johnston	4	1.042	05:06:49:53
69	Tilting at Windmills	Sarah Dempsey	John Alexander	4	1.045	05:07:11:28
70	Lenny	Charles Devanneaux	Charles Devanneaux	3	1.135	05:12:07:07
71	Allegresse (TH)	Michael & Tracey Carter	Michael Carter / Tracey Carter	5	0.984	06:15:07:13



2023 RACE RESULTS

IRC DIVISION 0

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Alive	Philip Turner	Duncan Hine	1.586	03:07:48:14
2	URM Group	Anthony & David Johnston	Marcus Ashley-Jones	1.599	03:08:08:42
3	Money Penny	Sean Langman	Sean Langman	1.565	03:09:52:01
4	LawConnect	Christian Beck	Christian Beck	1.972	03:12:55:35
5	Andoo Comanche	John Winning Jr	John Winning Jr	2.043	03:16:00:47
6	Wild Thing 100	Grant Wharington & Adrian Seiffert	Grant Wharington	1.879	04:03:52:19
7	No Limit	David Gotze	David Gotze	1.519	04:13:35:44
8	Whisper	David Griffith	David Griffith	1.512	04:15:55:24

IRC DIVISION 1

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Smuggler	Sebastian Bohm	Sebastian Bohm	1.376	04:06:34:52
2	Celestial	Sam Haynes	Sam Haynes	1.388	04:08:23:56
3	Caro	Max Klink	Max Klink	1.416	04:09:30:02
4	Ocean Crusaders J-Bird	Ian & Annika Thomson	Annika Thomson	1.3	04:09:35:02
5	Teasing Machine	Eric De Turckheim	Eric De Turckheim	1.385	04:09:49:10
6	Bumblebee V	Paul Blakeley	Paul Blakeley	1.356	04:12:03:33
7	Frantic	Michael Martin	Michael Martin	1.34	04:12:51:50
8	Denali	Damien Parkes	Damien Parkes	1.355	04:13:29:58
9	Antipodes	Geoffrey Hill	Geoffrey Hill	1.376	04:13:31:15
10	Highly Sprung	Mark Spring	Mark Spring	1.359	04:19:10:42
11	Extasea	Paul Bucholz	Paul Buchholz	1.352	04:19:50:16

IRC DIVISION 2

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	MRV	Damien King	Damien King	1.223	04:04:06:43
2	Pretty Woman	Richard Hudson	Richard Hudson	1.201	04:07:38:35
3	Chutzpah	Bruce Taylor	Bruce Taylor	1.197	04:08:11:44
4	Maritimo 54	Bill Barry-Cotter	Kendall Barry-Cotter	1.214	04:09:54:36
5	Lightning	Alexander Flecknoe-Brown	Alexander Flecknoe-Brown	1.255	04:12:17:48
6	Rush	John Paterson	John Paterson	1.21	04:12:24:01
7	Mayfair	James Irvine	James Irvine	1.266	04:13:42:48
8	Advantedge	Andrew Jones	Andrew Jones	1.243	04:14:42:57
9	Insomnia	Marcus Grimes	Marcus Grimes	1.231	04:14:46:04
10	Hutchies Yeah Baby	Andy Lamont	Andy Lamont	1.278	04:15:29:21
11	Minnie	Michael Bell	Michael Bell	1.194	04:16:47:36
12	Carrera S	Gerry Cantwell	Gerard Cantwell	1.242	04:17:41:57
13	Voltstar Yeah Baby	Louis & Marc Ryckmans	Marc Ryckmans	1.228	04:18:57:37
14	Showdown (TH)	Drew Carruthers	Drew Carruthers / Jim Close	1.202	04:21:06:55
15	Amazingrace	Malcolm Roe	Malcolm Roe	1.17	04:21:41:11



IRC DIVISION 3

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Patriot	Jason Close	Jason Close	1.087	04:04:32:48
2	Atomic Blonde	Simon Torvaldsen	Simon Torvaldsen	1.105	04:06:49:16
3	White Noise	Daniel Edwards	Daniel Edwards	1.137	04:07:39:50
4	Calibre 12	Richard Williams	Richard Williams	1.138	04:08:15:15
5	Mondo	Lisa Callaghan & Stephen Teudt	Lisa Callaghan	1.096	04:09:47:21
6	Eye Candy	Thierry Leseigneur	Thierry Leseigneur	1.098	04:10:51:55
7	Ragtime	Steve Watson	Steve Watson	1.096	04:11:33:32
8	Clockwork	Andrew Lloyd & Mary Ann Harvey	Andrew Lloyd	1.096	04:13:30:16
9	Tenacity	John Lawrie	Vaughn Lynch	1.15	04:15:11:07
10	Wings	Ian Edwards	Ian Edwards	1.138	04:15:12:10
11	XS Moment BNMH	Ray Hudson	Ray Hudson	1.142	04:17:29:33
12	Cinquante	Kim Jaggard	Kim Jaggard	1.089	04:22:19:06
13	Avalanche (TH)	James Murchison	James Murchison / James Francis	1.141	05:02:26:13
14	Solera	Stuart Richardson	Stuart Richardson	1.102	05:05:17:47
15	Lenny	Charles Devanneaux	Charles Devanneaux	1.135	05:12:07:07

IRC DIVISION 4

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Mistral (TH)	Rupert Henry	Rupert Henry / Jack Bouttell	1.066	04:01:57:32
2	Rockall 8	Christopher Opielok	Christopher Opielok	1.038	04:07:35:02
3	Midnight Rambler	Edward Psaltis	Edward Psaltis	1.029	04:08:25:23
4	Toecutter	Robert Hick / Brad Bult	Robert Hick	1.057	04:10:22:10
5	Supernova	Alex Seja & Felicity Nelson	Alex Seja / Felicity Nelson	1.036	04:12:14:22
6	Niksen (TH)	Marc Michel & Logan Fraser	Marc Michel / Logan Fraser	1.078	04:15:52:08
7	Flying Cloud	David Myers	George Martin	1.078	04:16:59:29
8	Navy One	Royal Australian Navy (RAN)	Nathan Lockhart & Tori Costello	1.083	04:17:23:24
9	Wyuna	Hilary Arthure	Hilary Arthure	1.044	04:20:32:02
10	Mister Lucky (TH)	Rohan Wood & Mark Hipgrave	Rohan Wood / Mark Hipgrave	1.036	05:06:04:05
11	Zephyr Insurance Masters	Ian Johnston	Ian Johnston	1.042	05:06:49:53
12	Tilting at Windmills	Sarah Dempsey	John Alexander	1.045	05:07:11:28

IRC DIVISION 5

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Kraken 111 (TH)	Rob Gough/John Saul	Rob Gough / John Saul	1.021	04:05:55:34
2	Min River (TH)	Jiang Lin	Jiang Lin / Aymeric Belloir	1.02	04:06:46:57
3	Cinnamon Girl - Eden Capital (TH)	Cian McCarthy	Cian McCarthy / Sam Hunt	1.03	04:08:11:38
4	Disko Trooper_ Contender Sailcloth	Jules Hall	Jules Hall	1.013	04:08:30:43
5	Love & War	Simon Kurts	Simon Kurts	1.013	04:10:54:41
6	Blue Planet (TH)	Chris O'Neill	Chris O'Neill / Michael Tom Johnson	1.009	04:18:04:52
7	Azzurro	Jack Kliner	Jack Kliner	0.933	04:18:30:37
8	Verite (TH)	Paul Beath	Paul Beath	1.015	04:20:46:16
9	Son of a Son	Peter Webster	Peter Webster	0.974	05:01:31:26
10	Allegresse (TH)	Michael & Tracey Carter	Michael Carter / Tracey Carter	0.984	06:15:07:13

2023 RACE RESULTS

TWO HANDED IRC

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Mistral (TH)	Rupert Henry	Rupert Henry / Jack Bouttell	1.066	04:01:57:32
2	Kraken 111 (TH)	Rob Gough/John Saul	Rob Gough / John Saul	1.021	04:05:55:34
3	Min River (TH)	Jiang Lin	Jiang Lin / Aymeric Belloir	1.02	04:06:46:57
4	Cinnamon Girl - Eden Capital (TH)	Cian McCarthy	Cian McCarthy / Sam Hunt	1.03	04:08:11:38
5	Niksen (TH)	Marc Michel & Logan Fraser	Marc Michel / Logan Fraser	1.078	04:15:52:08
6	Blue Planet (TH)	Chris O'Neill	Chris O'Neill / Michael Tom Johnson	1.009	04:18:04:52
7	Verite (TH)	Paul Beath	Paul Beath	1.015	04:20:46:16
8	Showdown (TH)	Drew Carruthers	Drew Carruthers / Jim Close	1.202	04:21:06:55
9	Avalanche (TH)	James Murchison	James Murchison / James Francis	1.141	05:02:26:13
10	Mister Lucky (TH)	Rohan Wood & Mark Hipgrave	Rohan Wood / Mark Hipgrave	1.036	05:06:04:05
11	Allegresse (TH)	Michael & Tracey Carter	Michael Carter / Tracey Carter	0.984	06:15:07:13



Lindsay May stands proud as he receives his award for 50 consecutive Sydney Hobarts. Photo: Ashley Dart.



Audience claps for Lindsay May celebrating his 50th consecutive Sydney Hobart. Photo: Ashley Dart.



Photo: AshleyDart.



Photo: ROLEX | Andrea Francolini



Photo: Salty Dingo



Photo: Salty Dingo



CORINTHIAN IRC

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Pretty Woman	Richard Hudson	Richard Hudson	1.201	04:07:38:35
2	Cinnamon Girl - Eden Capital (TH)	Cian McCarthy	Cian McCarthy / Sam Hunt	1.03	04:08:11:38
3	Calibre 12	Richard Williams	Richard Williams	1.138	04:08:15:15
4	Midnight Rambler	Edward Psaltis	Edward Psaltis	1.029	04:08:25:23
5	Toecutter	Robert Hick / Brad Bult	Robert Hick	1.057	04:10:22:10
6	Ragtime	Steve Watson	Steve Watson	1.096	04:11:33:32
7	Supernova	Alex Seja & Felicity Nelson	Alex Seja / Felicity Nelson	1.036	04:12:14:22
8	Rush	John Paterson	John Paterson	1.21	04:12:24:01
9	Denali	Damien Parkes	Damien Parkes	1.355	04:13:29:58
10	Mayfair	James Irvine	James Irvine	1.266	04:13:42:48
11	Wings	Ian Edwards	Ian Edwards	1.138	04:15:12:10
12	Niksen (TH)	Marc Michel & Logan Fraser	Marc Michel / Logan Fraser	1.078	04:15:52:08
13	Navy One	Royal Australian Navy (RAN)	Nathan Lockhart & Tori Costello	1.083	04:17:23:24
14	XS Moment BNMH	Ray Hudson	Ray Hudson	1.142	04:17:29:33
15	Blue Planet (TH)	Chris O'Neill	Chris O'Neill / Michael Tom Johnson	1.009	04:18:04:52
16	Extasea	Paul Bucholz	Paul Buchholz	1.352	04:19:50:16
17	Wyuna	Hilary Arthure	Hilary Arthure	1.044	04:20:32:02
18	Verite (TH)	Paul Beath	Paul Beath	1.015	04:20:46:16
19	Amazingrace	Malcolm Roe	Malcolm Roe	1.17	04:21:41:11
20	Cinquante	Kim Jaggar	Kim Jaggar	1.089	04:22:19:06
21	Solera	Stuart Richardson	Stuart Richardson	1.102	05:05:17:47
22	Mister Lucky (TH)	Rohan Wood & Mark Hipgrave	Rohan Wood / Mark Hipgrave	1.036	05:06:04:05
23	Allegresse (TH)	Michael & Tracey Carter	Michael Carter / Tracey Carter	0.984	06:15:07:13

PHS

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Oroton Drumfire	Will Vicars	Phillip Neil	1.1359	04:06:11:07
2	Mako	Paul O'Rourke	Adam Manders	1.0903	04:10:10:14
3	She's The Culprit	The Culprit Syndicate	Glen Picasso	1.0286	04:10:46:25
4	MWF Kayle	Making Waves Foundation	John Whitfield	1.2002	04:11:39:43
5	Allegro	Adrian Lewis	Adrian Lewis	1.1314	04:15:07:59
6	Wild Oats	Gordon Smith and Stuart Byrne	Gordon Smith	0.9688	04:22:11:30
7	Ciao Bella	Karl Onslow	Karl Onslow	1.039	05:02:28:52
8	Merit	SkyM8 Pty Ltd	Michael Schwarzel	1.2318	05:03:52:58
9	Imalizard (TH)	Bruce Watson	Bruce Watson	0.9977	05:03:57:47
10	Hansen Tasmania	John Townley	John Townley	0.95	05:04:13:04
11	Flying Fish Arctos	Flying Fish Online	Drew Hulton-Smith	1.0202	05:07:19:20
12	Enigma	Jason Bond	Jason Bond	0.974	05:16:13:25
13	Sylph VI (TH)	Robert Williams	Robert Williams / Chris Warren	0.7724	06:00:46:36
14	Silver Fern	David Hows	David Hows	1.0049	07:05:38:51

2023 RACE RESULTS

PHS 1

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Oroton Drumfire	Will Vicars	Phillip Neil	1.1359	04:06:11:07
2	Mako	Paul O'Rourke	Adam Manders	1.0903	04:10:10:14
3	MWF Kayle	Making Waves Foundation	John Whitfield	1.2002	04:11:39:43
4	Allegro	Adrian Lewis	Adrian Lewis	1.1314	04:15:07:59
5	Merit	SkyM8 Pty Ltd	Michael Schwarzel	1.2318	05:03:52:58

PHS 2

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	She's The Culprit	The Culprit Syndicate	Glen Picasso	1.0286	04:10:46:25
2	Wild Oats	Gordon Smith and Stuart Byrne	Gordon Smith	0.9688	04:22:11:30
3	Ciao Bella	Karl Onslow	Karl Onslow	1.039	05:02:28:52
4	Imalizard (TH)	Bruce Watson	Bruce Watson	0.9977	05:03:57:47
5	Hansen Tasmania	John Townley	John Townley	0.95	05:04:13:04
6	Flying Fish Arctos	Flying Fish Online	Drew Hulton-Smith	1.0202	05:07:19:20
7	Enigma	Jason Bond	Jason Bond	0.974	05:16:13:25
8	Sylph VI (TH)	Robert Williams	Robert Williams / Chris Warren	0.7724	06:00:46:36
9	Silver Fern	David Hows	David Hows	1.0049	07:05:38:51

TWO HANDED PHS

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Imalizard (TH)	Bruce Watson	Bruce Watson	0.9977	05:03:57:47
2	Sylph VI (TH)	Robert Williams	Robert Williams / Chris Warren	0.7724	06:00:46:36



Photo: Salty Dingo.



Photo: ROLEX | Kurt Arrigo.



Photo: ROLEX | Kurt Arrigo.

CORINTHIAN PHS

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Ragtime	Steve Watson	Steve Watson	1.0294	04:05:01:23
2	Navy One	Royal Australian Navy (RAN)	Nathan Lockhart & Tori Costello	0.9859	04:07:13:25
3	Pretty Woman	Richard Hudson	Richard Hudson	1.2046	04:07:57:13
4	Calibre 12	Richard Williams	Richard Williams	1.1505	04:09:23:57
5	Mako	Paul O'Rourke	Adam Manders	1.0903	04:10:10:14
6	Niksen (TH)	Marc Michel & Logan Fraser	Marc Michel / Logan Fraser	1.0249	04:10:21:30
7	Midnight Rambler	Edward Psaltis	Edward Psaltis	1.0519	04:10:44:49
8	She's The Culprit	The Culprit Syndicate	Glen Picasso	1.0286	04:10:46:25
9	Supernova	Alex Seja & Felicity Nelson	Alex Seja / Felicity Nelson	1.0267	04:11:16:04
10	MWF Kayle	Making Waves Foundation	John Whitfield	1.2002	04:11:39:43
11	Wings	Ian Edwards	Ian Edwards	1.1116	04:12:37:23
12	Allegro	Adrian Lewis	Adrian Lewis	1.1314	04:15:07:59
13	XS Moment BNMH	Ray Hudson	Ray Hudson	1.1214	04:15:26:43
14	Solera	Stuart Richardson	Stuart Richardson	1.0228	04:20:17:29
15	Avalanche (TH)	James Murchison	James Murchison / James Francis	1.0862	04:20:33:23
16	Wild Oats	Gordon Smith and Stuart Byrne	Gordon Smith	0.9688	04:22:11:30
17	Imalizard (TH)	Bruce Watson	Bruce Watson	0.9977	05:03:57:47
18	Hansen Tasmania	John Townley	John Townley	0.95	05:04:13:04
19	Mister Lucky (TH)	Rohan Wood & Mark Hipgrave	Rohan Wood / Mark Hipgrave	1.0235	05:04:32:49
20	Enigma	Jason Bond	Jason Bond	0.974	05:16:13:25
21	Sylph VI (TH)	Robert Williams	Robert Williams / Chris Warren	0.7724	06:00:46:36



Photo: ROLEX | Kurt Arrigo.

RETIREMENTS AND PROTESTS

Arcadia	mainsail damage
Bacardi	rigging damage
Currawong (TH)	electrical issues
Georgia Express	rigging issues
Maritimo 52	rigging damage
Millennium Falcon	crew illness
Pacman (TH)	runner damage
Philosopher (TH)	rigging damage
Rum Rebellion (TH)	minor injury
SHK Scallywag	broken bowsprit
Sticky	electrical damage
Tumbleweed (TH)	crew illness

EASTER IN GLADSTONE

28 March - 1 April 2024

You'll be *glad* you did



Attention Yachties!

As Mayor of the Gladstone Region, I invite you to compete in the 76th Gladstone Ports Corporation Brisbane to Gladstone Yacht Race.

Like the Sydney to Hobart Yacht Race, the Brisbane to Gladstone event is steeped in history and tradition from its beginnings back in Easter 1949.

The race soon became a drawcard for locals and, in recent years, has attracted visitors from far and wide to enjoy their Easter in Gladstone.

This time of year allows Gladstone to shine as harbourside events and entertainment fill the calendar for four days, so I encourage you to discover what the harbour city has to offer.

Once you've navigated the 308 nautical mile (570km) journey from the race start line at Shorncliffe to the finish line in Gladstone Harbour, please extend your stay and explore just some of the 10,500m2 our region has to offer.

We're ideally located at the gateway to the Southern Great Barrier Reef with pristine coastlines, country towns and scenic hinterland just waiting for you to explore.

If you don't want to travel far, there will be plenty to see and do at Gladstone Regional Council's B2G Village.

The B2G Village is home to the Yachtsman's Long Lunch, Seafood Festival and Line Crossing Party, and right next door to the Gladstone Harbour Festival.

I hope we'll see you and your family and friends in Gladstone for Easter 2024 - you'll be glad you did!



Mayor Matt Burnett
Gladstone Regional Council

A handwritten signature in white ink.

Gladstone Harbour Festival
28-31 March
Gladstone Marina



76th Brisbane to Gladstone Yacht Race Livestream
29 March - Gladstone Marina Parklands



Yachtsman's Long Lunch
29 March - O'Connell Wharf, Flinders Parade, Gladstone



Seafood Festival
30 March - O'Connell Wharf, Flinders Parade, Gladstone



Line Crossing Party
31 March - O'Connell Wharf, Flinders Parade, Gladstone



So, what are *you* waiting for?

Find your place by the water and celebrate **Easter in Gladstone**. Better still, extend your stay and experience more of what the region has to offer.

Holiday packages available
gladstoneregion.info

gladstoneregion.info/easter-in-gladstone

Gladstone Region
Southern Great Barrier Reef
Queensland *We have great things*

IT'S LIVE!
in Queensland

GLADSTONE
REGIONAL COUNCIL



Sustainability

We are pleased to announce that the Cruising Yacht Club of Australia was the latest marina successfully awarded the International Clean Marina and Fish Friendly accreditations in December 2023.

Suzanne Davies, CEO of the Marina Industries Association, came down for a tour of the marina and commented, “CYCA is certainly deserving of its Clean Marina and Fish Friendly accreditations. They have shown commitment to being environmentally responsible and this will benefit the local ecosystems, local communities and local businesses.”

Commodore Arthur Lane responded, “We’re so proud of this acknowledgement of our efforts and extend our appreciation to our members, guests, and crews for their commitment to the Club’s sustainability initiatives. We will continue to pursue the highest standards in environmental management at the CYCA and congratulate the MIA for promoting best practices around Australia”.

The Clean Marina program helps marinas to evaluate their environmental processes and puts systems in place to regularly check operations to ensure they are compliant, and all documentation is up to date. It also aims to inform consumers of the marina’s

commitment to environmentally responsible practices and to provide marinas operators with a set of standards and benchmarks to maintain. The Fish Friendly accreditation has been developed to inform marina managers on how to maximise the benefits for fish and recognise those operators actively working to improve fish habitats. ⚓



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Twilight Series**

Stay ahead of the pack
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MADE FOR MONDAYS

Sharp EIT Monday Twilight Series Schedule	
Monday 12 Feb	Race 5, Summer Pointscore
Monday 19 Feb	Race 6, Summer Pointscore
Monday 26 Feb	Race 7, Summer Pointscore
Monday 4 Mar	Race 8, Summer Pointscore
Monday 11 Mar	Non-pointscore race
Monday 18 Mar	Non-pointscore race

The 2023/24 Sharp EIT Monday Twilight Series is heating up, with the Summer Pointscore and Overall Pointscore on the line in Divisions 1 and 2. The Summer Pointscore concludes on Monday 4 March, with two non-pointscore races to close out the series on 11 and 18 March.

SCAN THE QR CODE TO VIEW THE POINTSCORE STANDINGS FOR THE 2023/24 SHARP EIT MONDAY TWILIGHT SERIES





IAM is proud to sponsor the Wednesday Twilight Series



Income Asset Management (IAM) is looking forward to seeing you at the races every Wednesday this coming summer season.

IAM is an ASX listed group (ASX: IAM), offering you a transparent way to buy income assets. We provide access to a reliable and capable platform to research, execute, and handle your income investments. With over \$3 billion in assets under administration and a wealth of specialised industry expertise, our investment offerings all strive for a sensible, risk-adjusted return, to smooth out market fluctuations in the most cost-effective way.



For more information, please scan the QR code or call us 1300 784 132.

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WEDNESDAY TWILIGHT SERIES

The 2023/24 Income Asset Management Wednesday Twilight Series has again proved a hit on the summer racing calendar. 119 boats have enjoyed varied conditions and stunning sunsets in the non-spinnaker, non-pointscore series.



2023/24 Income Asset Management Wednesday Twilight Series

Wednesday 14 Feb	Race 14
Wednesday 21 Feb	Race 15
Wednesday 28 Feb	Race 16
Wednesday 6 Mar	Race 17
Wednesday 13 Mar	Race 18
Wednesday 20 Mar	Race 19

SCAN THE QR CODE TO VIEW
THE POINTSORE STANDINGS
FOR THE 2023/24 IAM
WEDNESDAY TWILIGHT SERIES





B R I X

S Y D X R U M

PARTNERS OF THE CYCA WEDNESDAY TWILIGHT SERIES



TIME TO CRUISE

The Flyer 33 designed by Dykstra Naval Architects is a perfect example of the daysailer/weekender style.

So here we are at the start of a new year, and following the excitement of another Rolex Sydney Hobart. With the wonderful summer weather thoughts often turn towards getting out on the water in your own yacht. Phil Ross shares his thoughts on the subject.

For many of you this will be your first yacht and that can be excitement enough.

So, what is the process of selecting your first yacht? What questions do you need to ask yourself and others plus what planning do you need to research before making possibly, the second largest expenditure of your life?

Over the next year, the Cruising Committee of the CYCA will provide a few answers and help lead you in the right direction to find your dream yacht.

First, maybe we need to address a few parameters these articles will and will not cover.

Since this is a cruising yacht club and these articles are from the Club's Cruising Committee, we will only be writing about cruising yachts, not racing. There are, certainly, many crossovers between the two regimes and they will be considered, especially in hull design since the death of the International Offshore Rule. But we are looking at purchasing a yacht for the enjoyment of going nowhere, not from point A to point B as fast as possible (or, at least, faster than the other yachts).

Secondly, the advice listed here is just that - advice.

This author has been a sailor for many decades, including a stint as editor of 'Cruising Helmsman' magazine for ten years. However, I have never

purchased or owned my own yacht, I have, in my defence, sailed many all over the world and 'road tested' over 45 yachts for review in that magazine.

I will also be seeking advice from members of the Cruising Committee for their suggestions; but I reiterate, this is advice only and should not be taken as concrete evidence without your own research.

Thirdly, the CYCA is a monohull yacht club. We shall stick to this restriction on hulls for simplicity's sake; catamarans and trimarans are awesome cruising yachts, but their differences to monohulls add options and complexity to what is intended to be a simple primer on a first yacht buyers' purchase.

Much the same complexity applies to second-hand yachts, so we will stick to brand new boats. Many of the suggestions in these articles will still be of use to any potential purchaser, even motorboats, but we will not detail where multihulls, second-hand or powerboats differ.

Finally, as I will often use specific yacht brands to highlight certain aspects of yacht purchasing, I should definitely include a disclaimer to ease any concerns: I am not sponsored or paid by any yacht brand. I do not have a personal preference for any yacht brand.

Of the many yachts I tested, I found certain likes and dislikes amongst them all. In general, production yachts coming into this country are all well designed and built; usually to different design briefs to provide their points of difference with their competitors: that is where we hope to assist you in finding which yacht type and size suits your future life.

Shall we dive in?



Freedom can come at any age when you go sailing

Pushing off

It is quite obvious that the first article should cover the most basic of questions first: what type of cruising do you intend to do?

This, being the most broad of questions, is perversely not the easiest to answer but, once it is, it impressively sharpens the focus on the next steps. In following articles over the next year we shall delve more deeply into how this jumping-off leads you down the path to finding your dreamboat.

When doing boat reviews, I would narrow down the type of cruising into four categories: weekender, coastal day trips, coastal long hauls and blue water crossings. I think these are self-explanatory, incrementally extending cruising horizons from harbour day trips to awe-inspiring blue water sagas.

Here comes my first suggestion: you may well be a green newbie and quite nervous in buying a yacht with an ocean crossing in mind. Fair enough. But you should set your horizon beyond what you believe initial experience and preference limits you to.

Sailing is nothing less than an adventure every time you head out there and you should have the opportunity to expand that horizon when you feel comfortable to do so.

So your initial questions should be:

- What type of sailing do you want to do?
- What type of sailing do you aspire to?

Note, at this point I do not include your experience, because sailing is a continual experiential learning curve; nor your dollar budget. These two, surprisingly, are quite interchangeable: you could, potentially, sail an inexpensive, small yacht across the Pacific, given enough time and training. Plus, nowadays, production yachts are so easy for inexperienced hands to sail that you can purchase a glamour machine and just look good at anchor.

A greenhorn to sailing? Been crewing but now want to dip a toe into yacht ownership? Want to go sailing with the grandkids? Maybe use a day sail as an enticing first date? Then maybe the weekender is just the ticket.



The Australian designed and built Cygnets 20 is a popular example of the trailer sailer.

All of the above, but want to take your new purchase up to Pittwater, or maybe Newcastle; or maybe even further who knows? Then the coastal day tripper may be for you.

Like to mix up your cruising with racing and would maybe like to take your yacht up to Airlie for the Queensland racing season and a bit of R&R? Maybe push the boundaries and head south for Tasmania? Then it could be the coastal long haul.

All of the above but have the desire to cut the mooring lines and do the big Puddle Jump across the Pacific or head north to the enticing waters of the Andaman Sea and beyond? You will be thinking about the blue water cruiser.

Again, once this question is answered, you may be tempted to begin thinking about the budget but, rein in those prancing (sea)horses: what do you need on your yacht now to make it suitable for your intended cruising life?

As stated earlier, most yachts nowadays can be suited to perform any of those categories. It depends on how you set up your yacht.

What do you want?

Once you have decided on the type of cruising you wish to do, there are a lot of other things you need to decide following that decision.

Who is sailing with you? You? You and your partner? You and your partner and some friends? How many cabins am I going to need? Do I want to have a shower/toilet head cabin for myself?

How easy is the yacht to sail shorthanded if that is my intention. Does it have the option for electric winches, is the reefing system simple? How about anchoring, is the anchor easily accessed from its locker and deployed and then retrieved?

Do the halyards and lines end up at the same place to be handled single handedly if need be?

What about eating? Do I need a big galley? Or just a Hibachi on the stern pushpit? I might need a good saloon table to seat all crew for meals or a usable one in the cockpit

Will I be needing navigation equipment? To what level of complexity? Will it require a separate navigation station?

Hopefully, these thoughts are assisting you to write lists of the things that are important, necessary or just desired.

So let us move on and look at what else can assist you to nail down that choice.

Choose wisely

Despite the type of yacht you choose there are quite a few items that are relevant to all four categories, which are worth considering.

Check the engine size listed for your yacht choices. Most production yachts provide options for bigger engines, do you intend to punch through to your destination despite inclement weather? Maybe look at the next size up.

Check out the fuel tank size in the specifications. A good rule of thumb is to divide the total litreage by the number of cylinders in the engine; this should give you a good idea of the number of hours you can motor at the engine's cruising revolutions per minute (rpms).

If you multiply the engine's horsepower (not kilowatts) by 0.06 this should give you an idea of how far you can travel on a full tank of fuel at your motor's top rpm. That is to say, how far you can travel when in an emergency.

How do those numbers stack up against your desired cruising goals?

Next you might want to check out the battery capacity. How far and for how long do you intend to cruise? Does your yacht have space to accommodate a watermaker or a generator? If yes, does the battery set up provide enough amperage?

It is always a good idea to do a bit of research as well and check out the various online calculators that will give some useful ratios.

Find out about these data points for the yachts you are looking at:



Even big yachts can be easily handled by a small crew, providing all the amenities.



Oh the places you can go: cruising provides wonderful opportunities.

- Rig ratio if a fractional
- Sail area:Displacement
- Displacement:Length
- Ballast ratio
- Angle of Vanishing Stability
- GZ Maximum
- Righting moment
- Capsize capability ratio
- Theoretical hull speed (knots)

If you intend to participate in race series, understand construction and stability requirements for the category of racing you are interested in.

There are also a few ratios from different yacht designers that provide 'comfort ratios', i.e. how comfortable is the ride on your yacht when sailing; Brewer's Comfort Ratio is probably the most well known.

When doing boat tests for 'Cruising Helmsman', I also came up with a figure that tried to describe just how quick the yacht could perform. So I would obtain the yacht's Velocity Performance Program (VPP) and find out the lowest true wind speed and wind angle the yacht could reach its theoretical hull speed.

It makes interesting viewing when you compare all your choices together using these performance, design and shape ratios.

There are a lot more items I used to tick off whenever I did a boat test, but the ones above are ones you can do while sitting at a computer.

Next issue we will look at each of the four categories of yachts in more detail and what sort of characteristics you need to check out.

Happy hunting and feel free to contact Offshore if you have specific questions or areas you would like us to cover in this series of articles. ⚓

Vale

Alan Brierty

It is with great sadness that we announce the passing of an exceptional individual, Alan Brierty, on January 23, 2024.

Alan was not only a high achiever in his professional pursuits but also devoted himself to making a positive impact in all facets of his life. Whilst attaining remarkable milestones in the business realm, he remained steadfast in his commitment to giving back to the sailing community, proudly serving as a Patron of the Australian Sailing Team and contributing to the growth and success of aspiring athletes.



Despite the demands of his professional life, Alan emphasized the importance of nurturing the next generation. His generosity extended to supporting young sailors, providing opportunities to develop within the sport.

Alan's connection to the sea began at the age of 16 when he commenced a career in the Navy culminating with him becoming a hydrographic surveyor. Alan purchased his first race yacht 'Once a Jolly Swagman' in 1990 and competed in his first Sydney Hobart Yacht Race the same year. In 1992, Alan, competed in his second Sydney Hobart on the same yacht, though not a supporter of the incoming rating system, and re-named her 'I'm A Mess'.

After a 13 year absence, AB returned from the West, purchasing a Sydney 38. When he told his wife Kylie he was going back to yacht racing and buying a new boat, she said, 'Alan, that's the ***** limit'. The name stuck and the 'Limit' Sailing Team was born. Under the leadership of one of Australia's great ocean racers, the late Roger Hickman, 'Limit' achieved victories at the Docklands Invitational and the Sydney 38 National titles. Later that same year, he purchased Chris Dares Melbourne-based Corby 49 'Flirt6', leading to notable achievements, including a Rolex Trophy Division 2-win, line honours in the Audi Sydney Mackay Race, and an overall Cabbage Tree Island Race victory.

The final chapter in Alan's sailing journey involved the construction of a Reichel/Pugh 63 'Limit', which he extensively campaigned around Australia, New Zealand and the United States. Humorously acknowledging his role as the "cheque book on the boat," he actively participated in tactics and sailing tasks, showcasing his hands-on approach both on and off the water.

In the business arena, Alan earned widespread recognition as an innovative force in mining and civil contracting, establishing a reputation for competing with major industry players and successfully executing groundbreaking projects. Leaving behind a strong legacy of resilience and triumph in the face of challenges, his workforce of over 300 permanent staff and a multi-million-dollar turnover attest to his impactful contributions.

It is evident that Alan embraced both success and altruism, leaving an indelible mark on the worlds of business and sports. His vision and dedication not only inspired those privileged to work alongside him and he was a larger-than-life figure, much loved by those who knew and sailed with him. ⚓



Lang Walker AO

A titan of the property development industry, CYCA Member and long-time Youth Sailing Academy supporter, Lang Walker AO, passed away peacefully at home on Saturday at the age of 78, surrounded by his family.

In a statement issued yesterday, the family said they were “heartbroken at the loss of a great man who was also a devoted and loving husband, father and grandfather.

“His visionary projects and philanthropy changed the lives of so many people”.

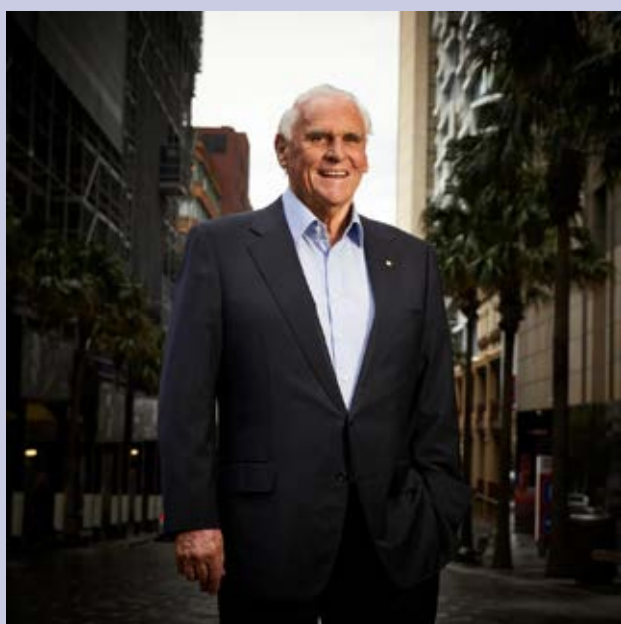
The property developer and broad-ranging philanthropist founded what was to become Walker Corporation with his father 60 years ago – a company which began as an excavation group but grew to manage thousands of major urban and community projects across Australia, Malaysia, Canada and the U.S.

Developments locally include residential/commercial developments in Rhodes, Macarthur and Appin, the Woolloomooloo Finger Wharf, Parramatta Square, Broadway Shopping Centre, Collins Square in Melbourne, Hope Island Queensland and Riverlea outside Adelaide.

As a philanthropist, Lang also contributed and gave so much of his time to the arts, education, social welfare, health care and sport.

Walker personally supported the Australian Olympic Sailing Team and CYCA Youth Sailing Academy and urged other owners to “contribute to sailing clubs and academies to support the next generation of sailing talent”.

Lang had a lifelong love affair with the ocean. He was a diver and an active and successful sailor who at the age of nine, raced in Yowie Bay and later worked as a deckhand in his youth. With his first



boat, a Vaucluse Junior (VJ), he began what was to become a succession of boats named *Kokomo* – the name later passed onto many of his other boats including several superyachts. It also became the name for his private island resort in Fiji.

He was heavily involved with one-design racing and was a major supporter of the Australian Farr 40 Association. He won the 2007 and 2008 Australian Championships on *Kokomo* and competed around



the world. One of his other favourite boats was the stunning soft carbon yacht *Yarrowin* which had a classic wooden boat exterior.

In 2015, Walker was made an Officer of the Order of Australia for his services to the community.

Lang is survived by his wife Sue, three children and 10 grandchildren.

He will be sadly missed by the Club. ⚓

Vale List

David Baffsky	Nabeel Ibrahim
Nicholas Cassim	John Kahlbetzer
Fiona Davies	William Larkins
Syd French	Joan McMahon
Michael Greene	Basil (Bill) Psaltis
Craig Hamilton	Margaret Psaltis
James Hardy OBE	John Spender
Peter Howes	Peter Stronach

SAIL GP™



Congratulations to SailGP Australia for bringing home their first event win of the season on their home waters!

Associates Christmas

The 2023 Christmas Hamper Raffle was beautifully supported by Members and guests, raising a total of \$3,000 for the CYCA Youth Sailing Academy.

Sincere thanks to all who generously purchased tickets in support of the YSA, which is celebrating 30 years of providing advanced training and opportunities for youth to learn the basics of sailing and/or make the transition from dinghies to keelboat sailing. ⚓



WINNERS

- 1st prize:** James Whelan – Christmas Hamper worth over \$1,600, overflown with treats and vouchers
- 2nd prize:** Melissa Spinks – two tickets to a Comedy Show
- 3rd prize:** Angela Saywell – CYCA Merchandise





SOLAS TRUST DINNER

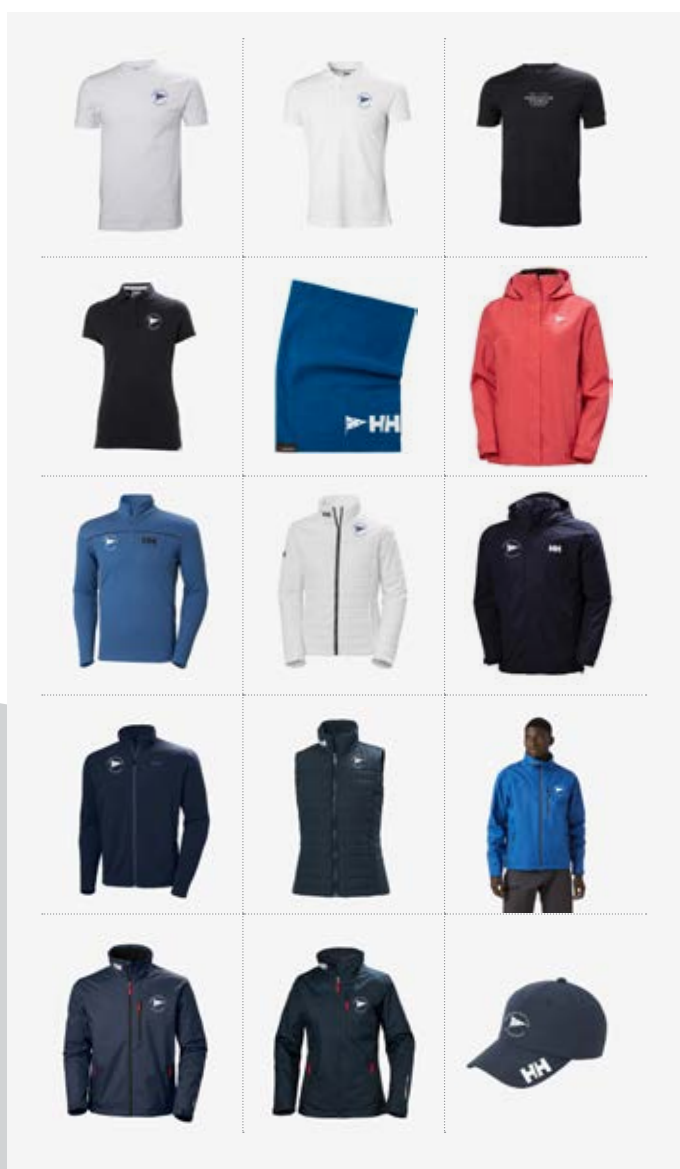


The 2023 Annual SOLAS Trust Dinner raised over \$38,000 for the CYCA Safety of Life at Sea Trust. The charity works to assist the immediate needs of families of those lost at sea during Australian Sailing sanctioned races, provide assistance to search and rescue organizations, and foster research and training to improve procedures and equipment for use at sea. Thank you to everyone who attended and donated!





For those still looking to complete their RSHYR wardrobe, there is still a small range of merchandise available. Make sure to go and take a look.



Be sure to check out our store next to Reception

**MEMBERS
RECEIVE
20% DISCOUNT
ON ALL OFFICIAL
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HANSEN
MERCHANDISE.**

Additionally,
**ALL CYCA MEMBERS ALSO
RECEIVE A 15% DISCOUNT +
POSTAGE** for products purchased
from the Helly Hansen website

hellyhansen.com.au

Head on over and happy shopping!

NEWS IN BRIEF



Our warmest congratulations to Honorary CYCA Member Matt Wearn who sailed to victory at the 2024 ILCA 7 World Championships in Adelaide, South Australia. The reigning Olympic Champion is the first Australian sailor to win back-to-back titles since Tom Slingsby in 2012. ⚓



The 2024 Hardy Cup concluded on 8 February after four days of thrilling racing. Competitors compete in Elliott 7s keelboats, drawing entries not only from various regions of Australia but also from overseas, including New Zealand and Ireland. Representing the CYCA's YSA in this year's event were Chelsea Williams, Cole Tapper, Mark Murray, Maddy MacLeay, Craig Wright and Hamish Vass. They finished with silver medals in a hard fought competition.

A big congratulations to fellow YSA Member Nick Drummond, who won the event with the Royal New Zealand Yacht Squadron (RNZYS). ⚓



Following the announcement earlier this year that the biennial Admiral's Cup would make a long-anticipated return to the world sailing calendar in 2025 after a 22-year hiatus, the Cruising Yacht Club of Australia would like to congratulate Life Member Peter Shipway for being officially announced as part of the Admiral's Cup 2025 Advisory Committee. We could not think of a better person to represent our Club on this grand stage. ⚓



VIDEO ARCHIVE PROJECT



Scan the QR code to view these episodes and more from the Video Archive Project. Interviews are conducted by Life Member Peter Shipway and produced by Life Member David Champtaloup.



[Youtube.com/CYCATV](https://www.youtube.com/CYCATV)

The CYCA Video Archive Project documents the stories of CYCA Members, including their on-water achievements and contributions to the continued development of the Club.



In Episode 41, Kathy Veel discusses her recent two-handed sailing campaigns during the Rolex Sydney Hobart Yacht Races and her early days on Belles Longe Ranger and Women on the Water.

Episode 42 features two-hander Shane Connelly as he recounts the 2023 Rolex Sydney Hobart race start and the ensuing man overboard incident. Through his narrative, he imparts valuable lessons learned from this experience.



**BENEFITS OF
MEMBERSHIP**

Oceans of fun

CYCA MEMBERSHIP



**Spectacular Clubhouse in
the heart of stunning
Sydney Harbour**



**Australia's largest
offshore sailing program
and diverse inshore racing**



**Large network of
affiliated yacht clubs,
both domestic & global**



**Exclusive discounts
on race entry, Marina,
functions & more!**

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+61 2 8292 7800

WHAT'S ON

AT THE CYCA

**15 JAN -
18 MAR**

SHARP EIT MONDAY TWILIGHT RACING

The Sharp EIT Monday Twilight Series runs Monday evenings at 1830 hours. Join us at the Club to share a drink with fellow competitors after the race.

**17 JAN -
20 MAR**

IAM WEDNESDAY TWILIGHT RACING

The Income Asset Management Wednesday Twilight series sails Wednesday evenings at 1800 hours for non-spinnaker sailing. Cruise into the Clubhouse after the race for the delicious Wednesday Sailor's Special.

**3&17
FEB**

CLUB MARINE SHORT OCEAN POINTSCORE

Returning from summer holidays, the Club Marine Short Ocean series consists of 9 races with the best 6 to count. All races sail off the Sydney Heads.

**10&24 FEB,
16 MAR**

CLUB MARINE OCEAN POINTSCORE

The sixth, seventh, and eighth races of the CYCA's 2023/24 Ocean Pointscore sees competitors racing up to Port Hacking and Lion Island.

**17&18 FEB,
9&23 MAR**

CLUB MARINE SHORT HAUL POINTSCORE

The non-spinnaker Club Marine Short Haul series consists of 13 races sailed through the Harbour, in the evenings, and off the Sydney Heads. .

**17 FEB,
9 MAR**

TWO-HANDED POINTSCORE

The Two-Handed series is perfect of the yachtsperson looking to build up their experience in double-handed racing.

**18 FEB,
24 MAR**

SYDNEY HARBOUR WOMEN'S KEELBOAT SERIES

Hosted by our neighbors at RANSA, yachtswomen are invited to compete in full female crews or the female helm division in both spinnaker and non-spinnaker racing.

**19
MAR**

CYCA CLUB SOCIAL LUNCH

Join the Associates Committee for an informal lunch to enjoy a meal at the Club and catch up with other Members & Friends. All are welcome.

SCAN THE QR CODE TO VIEW THE FULL CALENDAR



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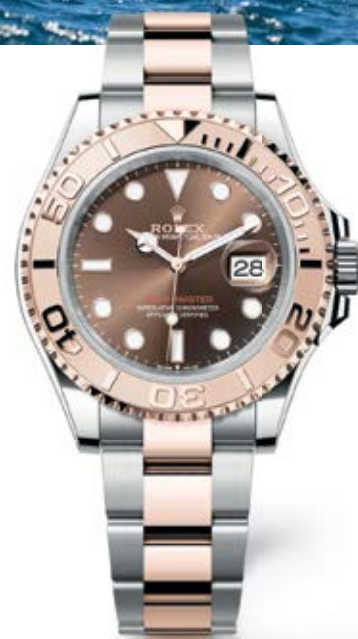
Insurance is underwritten by Allianz Australia Insurance Limited (Allianz) ABN 15 000 122 850 AFSL No. 234708, GPO Box 9870, Melbourne 3000. Club Marine Limited (Club Marine) ABN 12 007 588 347 AFSL No. 236916 is a related body corporate and issues boat insurance as agent of Allianz. We do not provide advice based on any consideration of your objectives, financial situation or needs. Before making a decision, please consider the Product Disclosure Statement (PDS) and full terms and conditions. The PDS, Target Market Determination and full terms and conditions are available at clubmarine.com.au



SINCE 1945, AN AUSTRALIAN YACHTING RITUAL

One of sailing's toughest challenges. A punishing test of physical endurance, mental resilience and tactical judgement. On 26 December each year, a diverse international fleet is led out of the famous Sydney Harbour by the giant maxis and their professional crews, followed by smaller Corinthian craft. Ahead of them, a 628-nautical-mile (1,163 km) odyssey down Australia's east coast. A unique camaraderie ensures competitors benefit from the knowledge of more experienced ocean racers, all united in their quest for excellence down this often wild stretch of sea. **Welcome to the Rolex Sydney Hobart Yacht Race.**

#Perpetual



OYSTER PERPETUAL YACHT-MASTER 40



ROLEX SYDNEY HOBART YACHT RACE
SYDNEY, AUSTRALIA
STARTS ON 26 DECEMBER 2023

